

# The Mining Journal

## RAILWAY AND COMMERCIAL GAZETTE

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 891—Vol. XXII.]

LONDON, SATURDAY, SEPTEMBER 18, 1852.

[PRICE 6d.]

Stannaries of Cornwall—In the Vice-Warden's Court.

Between ROBERT HART PIKE, and } Plaintiffs.  
JOSEPH HODGE, and }  
and }  
JOEL BLAMEY, and } Defendants.  
RICHARD COOPER, and }

IN RE BELL AND LANARTH UNITED MINES.

NOTICE IS HEREBY GIVEN, that, pursuant to the several ORDERS or DECREES made in this cause, and bearing date respectively the 10th day of May, and the 31st day of August last, a PUBLIC AUCTION will be HELD at Pearce's Royal Hotel, Truro, on Thursday, the 30th day of September instant, at Four o'clock in the afternoon, for SELLING TWO (200th) PARTS, or SHARES, of the said defendant, JOEL BLAMEY, and ONE (500th) PART, or SHARE, of the said defendant, RICHARD COOPER, and of the said MINES, and of the said ORES, HALVANS, MACHINERY, MATERIALS, and OTHER EFFECTS upon and belonging to the said MINES.

For further information, application may be made to Mr. Stokes, plaintiffs' solicitor, Truro.—Dated Registrar's Office, Sept. 15, 1852.

Stannaries of Cornwall—In the Vice-Warden's Court.

HARRISON v. STAGG.—SAME v. MALLALIEU.—SAME v. SHEARMAN.—SAME v. SMITH.

IN RE GAVERIGAN MINE.

NOTICE IS HEREBY GIVEN, that, pursuant to the several ORDERS or DECREES made in the above-named causes of Harrison v. Stagg, and Harrison v. Mallalieu, and bearing date respectively the 28th day of August last, and of Harrison v. Shearman, and Harrison v. Smith, bearing date respectively the 31st day of August last, a PUBLIC AUCTION will be HELD at Pearce's Royal Hotel, in the borough of Truro, in the county of Cornwall, on Thursday, the 30th day of September instant, at Four o'clock in the afternoon, for SELLING TWO HUNDRED (1570th) PARTS, or SHARES, of the said defendant, William Stagg; and FIFTY (1570th) PARTS, or SHARES, of the said defendant, George Mallalieu; THREE HUNDRED AND SIXTY-FIVE (1570th) PARTS, or SHARES, of the said defendant, William Shearman, and ONE HUNDRED AND TWENTY-FIVE (1570th) PARTS, or SHARES, of the said defendant, Joseph Smith, and of the said MINE, and of the said ORES, HALVANS, MACHINERY, and MATERIALS, and OTHER EFFECTS upon and belonging to the said MINE.

For further information, application may be made to Messrs. Hodge and Hookin, Solicitors, Truro, Cornwall.—Dated Registrar's Office, Sept. 14, 1852.

WORCESTERSHIRE.—ELIGIBLE FREEHOLD INVESTMENT.  
TO IRON-MASTERS, CAPITALISTS, AND OTHERS.

MR. EDWARD DAVIS has been favoured with instructions to offer for SALE, BY AUCTION, at the Lion Hotel, KIDDERMINSTER, on TUESDAY, the 28th day of September, 1852, at Two o'clock in the afternoon (subject to conditions to be then and there produced), all that convenient IRON-WORKS and PLANT (late in the occupation of Mr. Samuel Barnett, deceased), known as the "FALLING SANDS," with BLACKSMITH'S SHOP, OFFICE, STABLES, &c., together with FOUR TENEMENTS, or Dwelling-houses, adjoining, with detached gardens to each.

The MILL comprises TWO PAIR OF ROLLS, with pinions complete, SHEET and BAR SHEARS, worked by a 24-horse power best water-wheel; TWO MILL FURNACES, IRON BEAM SCALERS and WEIGHTS, MILL TOOLS, &c. There is also an ANNEALING and BALL FURNACE in the yard. These works have been long noted for making Cast-plates, which, from their superior quality, have commanded in the market a higher price than other brands.

The FORGE has a DRAWING-OUT HAMMER and SHEARS (worked by a 12-horse power under-shot water-wheel); BALL FURNACE, &c. The BLACKSMITH'S SHOP contains SMITH'S BELLOWS, ANVIL, VICE, SHEARS, and the usual tools. The works have a never-failing supply of water from the River Stour, are in good working order, very complete, and ready for immediate occupation. The whole containing about 3 acres and 22 perches, is most eligibly situated (one mile from Kidderminster) on the banks of the Staffordshire and Worcestershire Canal, with a right of road through lands belonging to Richard Hemming, Esq., into the Stourport and Kidderminster turnpike-road, and near to the Oxford, Worcester, and Wolverhampton Railway. It is also well situated for a FLOUR or SPINNING MILL, being easily converted into either, and near to a large manufacturing town. It forms a safe and remunerative investment seldom offered to the public.

Also, at the same time and place, TWO CANAL CABIN BOATS, and about FIVE TONS OF IRON.

To view, apply to John James Foreman, on the premises; and for further particulars and catalogues, apply to the auctioneer, and to Messrs. Boycot and Tudor, solicitors (with whom a plan is lodged), all of Kidderminster.

SPARE MINING MATERIALS.—TO BE SOLD, BY AUCTION, at the CALLINGTON MINES, CORNWALL, on Tuesday, the 28th day of September inst., at Eleven o'clock in the forenoon, the undermentioned VALUABLE MACHINERY AND MATERIALS, by Mr. TREVENA:—

- |   |  |
|---|--|
| 1 50-inch cylinder engine, with boiler, 12 tons.                  | 4 9 ft. 9 in. pumps.   |
| 1 13-inch cylinder stamping and crushing machine, boiler, 5 tons. | 1 9 in. plunger-pole, case, stuffing-box, and gland to fit.    |
| 2 13-inch H-pieces, with top doorpiece to match.                  | 1 8 in. doorpiece.   |
| 2 12-inch windroves.  | 1 9 ft. 8 in. windrove.  |
| 6 9 ft. 13 in. pumps.   | 2 12 in. buckets, with brasses and prongs, complete.           |
| 1 9 ft. 12 in. H-piece, and doorpiece to match.                   | 2 11 in. do. do. do.   |
| 4 9 ft. 12 in. plunger-poles, with cases and stuffing-boxes, &c.  | 40 fms. 11 in. rods, with plates & bolts, complete.            |
| 1 9 ft. 12 in. plunger-pole, with stuffing-box and gland to fit.  | 70 fms. 10 in. do. do. do.                                     |
| 1 9 ft. 12 in. doorpiece.   | 1 capstan shears, 10 fms. high.                                |
| 1 9 ft. 12 in. windrove.  | 2 2-horse whins, and 1 1-horse whin.                           |
| 1 9 ft. 12 in. working barrel.                                    | 2 balance bars, with rods and plates.                          |
| 1 9 ft. 11 in. windrove.  | 20 fms. 8 in. rods, with strapping plates and bolts, complete. |
| 1 11 ft. 11 in. working barrel.                                   | 34 fms. 1 1/2 in. iron bucket rods.                            |
| 7 9 ft. 11 in. pumps.   | 2 4 ft. capstan shavers.                                       |
| 1 10 ft. 10 in. working barrel.                                   | Lot of black seatings and valves.                              |
| 1 8 ft. 10 in. doorpiece.   | 4 large machine kibbles.                                       |
| 1 9 ft. 10 in. windrove.  | Lot of staples & glands, with 2 in. tops.                      |
| 1 9 in. H-piece.  | Large quantity of whin, chain, and rail iron.                  |
| 1 9 in. top doorpiece.  | Pump rings, &c. &c.  |
| 1 4 1/2 ft. 0 in. windrove.                                       |  |

The above will be positively sold; and for further particulars apply to the agents, on the mine; or to Mr. Nicholas Trevena, auctioneer, Redruth. Dated, Redruth, Sept. 14, 1852.

THE ENGINE BUILDING DEPARTMENT OF THE BEDLINGTON IRON-WORKS, NEAR NEWCASTLE-ON-TYNE.—MOST IMPORTANT TO ENGINEERS, MACHINISTS, IRON SHIP BUILDERS, &c.

MR. W. KIRK is honoured with instructions to SELL BY AUCTION, at the AUCTION MART, LONDON, on MONDAY, the 18th OCTOBER (if not previously disposed of by private contract), in consequence of a dissolution of the present proprietor, the ENGINEERING DEPARTMENT of the well-known BEDLINGTON IRON-WORKS, NEAR NEWCASTLE-ON-TYNE. The situation is decidedly one of the most advantageous in the United Kingdom for engine and iron ship building, being on the navigable river Tyne, and within three miles of the intended new docks on that river. The works are built on freehold land, and are fitted with all the requisite machinery and steam-engines for the construction of marine engines up to 500-horse power, and have hitherto been applied chiefly to locomotive and stationary engine work, and consist of ENGINE, FACTORY, GASWORKS, WHARFS, SEED, IRON-FOUNDRY, SMITH'S SHOPS, BOILER YARD, BRASS-FOUNDRY, STOREHOUSE, AGENT'S and WORKMEN'S HOUSES, COTTAGES, &c. IRON-WORKS, with BLAST FURNACE, are immediately contiguous to the engineering establishment. These last-mentioned iron-works manufacture every description of engine forgings, bar and bolt iron, boiler-plates, &c., which would be supplied at the lowest market value. Wages are moderate, and coals exceedingly cheap.

A plan of the works and estate may be seen at the offices of Mr. W. Kirk, mills, works, engineering, and general agent, auctioneer, and valuer, 24, Princess-street, Manchester; and Messrs. Langridge and Co.'s, 4, Mansion House-place, London.

CORNWALL.—THE TREVANION ESTATES.—TO BE PEREMPTORILY SOLD, BY PUBLIC AUCTION, at Dunn's Hotel, ST. AUSTELL, on Monday, the 18th day of October next (unless previously disposed of by private contract), by JOHN GUMMOE, on behalf of the mortgagees of John Charles Bettesworth Trevanion, Esq., under full powers of sale, the valuable FREEHOLD ESTATES, NOBLE MANSION, PRODUCTIVE CHINA CLAY WORKS, COMMONS, including MINERAL and MANORIAL RIGHTS in the several manors of CARHAIS, TREBUTHES, GROGOTH, TOLGARICK, and TREVERBYN TREVANION, comprising a vast extent of country in the several parishes of St. Michael Carhais, Grogoth, St. Ewe, Kuanishorne, Cuby, Cornelly, St. Austell, St. Stephens, St. Dennis, and St. Mewan.

Printed particulars, with plans and conditions of sale, may be had on application to the said Mr. John Gummo, at St. Austell, aforesaid; to Mr. H. Rhodes, solicitor, 2, Davies-street, Grosvenor-square, London; to Messrs. Harrison, Tennant, and Finch, solicitors, 2, Gray's Inn, London; and at the principal hotels in the neighbourhood of the estates.

MR. JAMES CROFTS, of No. 4, KING-STREET, CHEAPSIDE, MINING BROKER.

Mr. J. CROFTS begs to OFFER his SERVICES for the PURCHASE or SALE of MINING SHARES of every description, and not being a DEALER, transacts business only for principals on commission.

Mr. Crofts' weekly list comprises only such shares as he has actually on hand, or under control, but he may be consulted upon every description of mining shares, whether for purchase or sale.—Dividend Mines pay from 10 to 25 per cent. per annum.

WEEKLY LIST OF SHARES FOR SALE.

DIVIDEND MINES.—Wheal Seton, Par Consols, Whal Friendship, Trevikey and Barriar, Spearne Consols, West Providence, Bedford United, Merilyn, Wheal Golden, South Tamar, Alfred Consols, Cobre, and Linares.

PROGRESSIVE MINES.—Old Robert, East Wheal Russell, East Tamar, Wheal Crebhor, Hennek, Exmoor Wheal Eliza, Trebell Consols, Tavy Consols, Devon Consols North, Wheal Langford, Wheal Surprise, Annotto Bay, Trebell Consols, Santiago, Devon Burra Burra, Silver Valley, Altarnun Consols, Clive, Bodmin Consols, North Fowey Consols, Wh. Tremar, Okel Tor, Great Bryn Consols; North Wheal Trelawny.

Mr. Crofts has made arrangements with an eminent firm on the Stock Exchange to BUY or SELL in such SHARES and MINES as are there dealt in, without any addition to the commission charged by Stock Exchange Brokers, and Mr. Crofts also transacts business in all British and Foreign Railways.

Mr. Crofts has special reasons for recommending to his friends the shares in the Nouveau Monde and Colonial Gold Companies, in both which shares an important advance must take place sooner or later.—Sept. 17.

ALTERNUN CONSOLS.—MR. JAMES CROFTS is directed to announce, that the NEW SHARE LIST of the above mine will be FINALLY CLOSED on SATURDAY, 9th October, when a SPECIAL GENERAL MEETING of the adventurers will be held to commence operations. Dated 10th September, 1852.—No. 4, King-street, Cheapside.

MR. JOSEPH JAMES REYNOLDS, STOCK & SHAREBROKER, 23, THREADNEEDLE-STREET, and 28, NEW BOND-STREET, PROCLAIMS MR. REYNOLDS HAS SHARES FOR SALE in the following MINES:—

- |                      |                       |                        |
|----------------------|-----------------------|------------------------|
| Agua Fria            | Great Wheal Alfred    | South Wh. Basset       |
| Alfred Consols       | Great Wheal Badden    | South Carn Brea        |
| Anglo-Californian    | Gawton United         | Trelawny               |
| Bell and Lanarth     | Great Bryn Consols    | Trevelyan              |
| Black Craig          | Leeds and St. Aubyn   | Tavy Consols           |
| Bodmin Consols       | Mary Ann              | Trevens                |
| Brewer               | Mendip Hills          | Trevikey and Barriar.  |
| Britannia Gold and   | Molland               | Truluck                |
| Copper               | Nanasegollan          | Tywardreath            |
| Carsons Creek        | Neptune               | Unity Consols          |
| Cathedral            | North Tamar           | United Mines (Taviak.) |
| Castle Dinas         | North Levant          | United Mines (Gwen.)   |
| Carn Brea            | North Frances         | West Alfred Consols    |
| Calstock United      | North Basset          | West Wh. Alfred        |
| Cwm Erfin            | North Roskar          | West Stray Park        |
| Chryseas Consols     | North Wh. Trelawny    | West Providence        |
| Clive                | Nouveau Monde         | Wheal Golden           |
| Condurow             | Peter Tavy and Mary   | Wheal Tryphena         |
| Cook's Kitchen       | Tavy                  | Wheal Samson           |
| Carvannal Daren      | Pendarves & St. Aubyn | Wheal Seton            |
| Devon Burra Burra    | Præd Consols          | Wheal Mandlin          |
| Devon Consols North  | South Frances         | West Wheal Frances     |
| East Buller          | South Condurow        | Wheal Teldy            |
| East Polgoth         | Sidney Godolphin      | Wheal Basset (Tawton)  |
| East Seton and Maude | Spearne Consols       | Wheal Fortune (South)  |
| East Wheal Russell   | St. Agnes Beacon      | Wheal Gill             |
| Esgair Lee           | St. Aubyn and Grylle  | Wheal Langford         |
| Great Work           |                       |                        |

and in various other mines of a very promising appearance. Mines inspected by agents of experience and high respectability in any part of the kingdom within the shortest notice.—Sept. 17, 1852.

FOR SALE, EXTENSIVE AND VALUABLE IRON-WORKS.

TO BE SOLD, BY PUBLIC AUCTION, within the ROYAL EXCHANGE SALE-ROOMS, GLASGOW, on WEDNESDAY, the 30th day of November next, 1852, at One o'clock in the afternoon (if not previously disposed of by private contract).

THE NITHSDALE IRON-WORKS, situated within two miles of the NEW CUMNOCK STATION of the Glasgow and South-Western Railway, in Ayrshire, and consisting of THREE BLAST-FURNACES, newly erected upon the most improved principles; TWO BLOWING ENGINES, condensing and working expansively, with steam cylinders 45-inch diameter, and blowing cylinders 100-inch diameter, 9-feet stroke, capable of blowing seven furnaces; with CYLINDERS, PUMPING-HOUSE, DWELLING-HOUSES for MANAGER and AGENTS, WORKMEN'S HOUSES, &c. The furnaces and all the buildings are erected on feued ground, of which the Nithsdale Iron Company possess about 30 acres.

The LEASES of the MINERAL FIELDS connected with and immediately adjoining the works are extensive, and contain CLAY-BAND IRONSTONE, several seams of WORKABLE COAL, superior FIRE-CLAY, with a BRICK and TILE WORK fitted with machinery of the best description (which has been in operation for several years, yielding a handsome profit to the leasees), together with RAILWAYS and TRAMWAYS intersecting these fields, RAILWAY PLANT, PIT ENGINES, and other Fittings necessary for carrying on the works on a large scale. There are six miles of railway extending from the furnaces to an extensive field of blackband ironstone and coal, lying flat near the surface, and otherwise well situated for being cheaply worked. The quality and thickness of the ironstone are nearly similar to the blackband now used in the neighbouring iron-works at Dalmeilington. Three pits are sunk to the ironstone, and fitted with suitable engines, and all necessary machinery and utensils; and there are about SEVEN THOUSAND TONS OF IRONSTONE, partly calcined and partly raw, which will be sold with the works. There is no reason to doubt that arrangements might be made with the proprietor of this mineral field for resuming operations on favourable terms to the purchasers of these works.

The works are favourably situated with regard to other coal and ironstone fields in the neighbourhood, and the Glasgow and South-Western Railway affords ready and cheap means of transit to the various shipping ports on the Firth of Clyde, as well as to Glasgow on the north and England on the south.

These works present a ready opportunity to parties wishing to engage in the iron trade, and will be offered at a price calculated to insure an immediate sale. If desired, a considerable portion of the purchase money may be allowed to remain on the works.

Mr. William Neill, residing at Bank, New Cumnock, will show the works; and for further particulars, application may be made to Mr. Niel Robson, engineer, Glasgow; or to Hamilton Rose, writer in Cumnock, N.B., who is in possession of the title deeds and articles and conditions of sale.—September 7, 1852.

TO BE SOLD, BY PRIVATE CONTRACT, THE STRONTIAN LEAD MINES, situated in the county of ARGYLL, SCOTLAND.—The SETTS, or GRANTS, of the above mines, of which there are upwards of 25 years unexpired, subject to 1-15th dues, together with the MACHINERY, consisting of a large water-wheel, applied for pumping and winding the stuff, and other MATERIALS; also RAILROADS, entering the mines at different points, from whence the stuff is brought by horses to the dressing-floors.

The present returns are about 50 tons of ore per month, and in all probability may be considerably increased by extending the grand (adit) level, now in progress, which will unwater extensive mines lying to the west. The ore is sold in the Doe, and as may be seen by reference to the sales, fetches the best price in the market.

The plant further consists of a substantial residence for the manager, with offices, stabling, &c., complete, and 24 good and well-built cottages, requisite for carrying on extensive works.

There is also a large labouring population in the immediate neighbourhood.

Information as to the state of the mines to be obtained from Mr. James Barratt, the agent on the spot; and further particulars from Mr. Barratt, Coniston, near Kendal.

P.S.—This concern is well worthy the attention of capitalists.

CORNWALL.—FOR SALE, BY PRIVATE CONTRACT, the LEASE of a valuable MINERAL PROPERTY, from which £3000 worth of TIN, of the best quality, has been raised above the 30 ft. level (the deepest in the mine), and within a very limited extent. Owing to its being wrought by a few individuals, among whom a dissension arose, the mine was stopped, and the machinery and materials were very recently sold. The erections on the mine are good and extensive, and are all available for future operations, and the shafts, adits, &c., are well secured. The lords have entered into an agreement to grant a fresh lease of the sett for 21 years, at 1-15th dues. The above presents a rare opportunity to capitalists, £10,000 having been expended in bringing the mine into a profitable state of working, which was then abandoned for the reason above stated.

The terms of possession are merely nominal, and may be known on application to "X. G. Z.," St. Austell.—Dated July 28, 1852.

MINERAL PROPERTY IN THE FOREST OF DEAN, GLOUCESTERSHIRE.—FOR SALE, BY PRIVATE CONTRACT, a COLLIERY, in full operation, comprising considerable TRACTS OF COAL in the Starkey, Rocky, Smart Delph, Oaken-hill, and Brasilly veins; situated in the parish of WEST DEAN, in the county of GLOUCESTER; with the PIT-SHAFTS, STEAM-ENGINES, and COLLIERY PLANT and STOCK, in good working condition. The colliery is situated on one of the branches of the Severn and Wye Railway, and close to the line of the intended Forest of Dean Central Railway; affording direct communication with the South Wales Railway and the River Severn.

For particulars, and to treat, apply to Mr. Joseph Cooksey, mining engineer, West Bromwich, or to Mr. S. Bennett's-hill, Birmingham. The property may be inspected on application to Mr. William Trafford, colliery agent, Blakeney, Gloucestershire.

MR. T. P. THOMAS, MINE AGENT, 75, OLD BROAD-STREET, ESTABLISHED NINE YEARS.

MR. T. P. THOMAS begs to inform capitalists and the public that he is at all times in a position to BUY or SELL, at close market prices, in DIVIDEND and respectably established BRITISH and FOREIGN MINES; and having a local knowledge of the principal Cornish and Welsh Mines, from periodical personal inspection, &c., will be happy to furnish information by post or otherwise.

N.B.—Mines inspected and reports furnished.

MINING PROPERTY.—MR. HERRON has SHARES in the best DIVIDEND-PAYING MINES FOR SALE, and which will give the purchaser 15 to 20 per cent. for the outlay. Amongst others are the following:—

- |                |                 |                  |
|----------------|-----------------|------------------|
| United Mines   | Trumpet Consols | East Daren       |
| South Basset   | Tremayne        | East Wheal Roeth |
| South Frances  | Seton           | Coplopp          |
| West Caradon   | West Providence | St. John del Rey |
| North Basset   | Bedolack        | West Basset      |
| Alfred Consols | Bedford United  | Cobre            |

And has also FOR SALE SHARES in MINES having a PROMISING APPEARANCE, and affording greater range for speculation, such as—

- |                    |            |               |
|--------------------|------------|---------------|
| Imperial Brazilian | East Tamar | Cefn Bruno    |
| Alton              | Cefn Tamar | West Towan    |
| Tinroft            | West Seton | West Basset   |
| Tamar              | Stray Park | Hingston Down |

Mining Offices, 33, Clement's-lane, Lombard-street.

ADVANTAGEOUS PARTNERSHIP in the IRON TRADE.—THE ADVERTISER wishes to meet with a PARTNER, who can advance from £5000 to £8000, to assist him in carrying out more extensively the manufacture of bar-iron. The business has been established for several years on most eligible premises, adjoining one of the principal railways in YORKSHIRE, and additional capital is all that is required to render the concern a most lucrative one. Principals only will be treated with, who must give real names and address, with satisfactory references. Communications to be directed to "A. B.," care of Charles Bell, Esq., No. 36, Bedford-row.

MANAGER WANTED.—WANTED, at a Tin-plate Work in Staffordshire, a MANAGER, who is thoroughly practical in the different branches of tin-plate manufacture.—Apply to "S. Y.," Post-office, Tipton.

STEAM-ENGINE.—WANTED, a NEW or SECOND-HAND STEAM WHIM-ENGINE, for HAULING and CRUSHING ORES at PENHALE CONSOLS, about 20-inch cylinder, WITH or WITHOUT BOILER. Any persons having such to dispose of, are desired to send particulars to J. D. Young, purser, Barnstaple.—Sept. 14, 1852.

TO TIN SMELTERS.—AN OLD ESTABLISHED MERCANTILE FIRM AT BIRMINGHAM, with Copper, Tin-plate, and other Metal Agencies attached, would be glad of an AGENCY for the sale of Block, Ingot, and Bar Tin. The most satisfactory references can be given.—Address, "A. B. C.," office of the Mining Journal, 26, Fleet-street, London.

TO ADVENTURERS IN MINES.—A FEW GENTLEMEN of CAPITAL are desired, who will undertake to FROVE THE LODES in a MINING PROPERTY in CORNWALL. No premium required for the sett; and a majority of the shares will be transferred without consideration, on the owner being satisfied that the adventure will be prosecuted in a legitimate manner. The mine is divided into 512 shares. All communications to be addressed to Mr. W. D. King, solicitor, Camelford, Cornwall.—Dated Sept. 14, 1852.

TO CAPITALISTS.—Any Gentleman having from £250 to £300 to INVEST in a NEW and MOST IMPORTANT DISCOVERY, which will entirely REVOLUTIONISE THE MECHANICAL WORLD, is requested to apply to "E. C. A.," Mining Journal office, No. 26, Fleet-street.

AUSTRALIA.—A GENTLEMAN proceeding to ADELAIDE early in October, with the intention of becoming a GENERAL COMMISSION AGENT, OFFERS HIS SERVICES for the PURCHASE of LANDS and MINING SHARES. References of the first respectability can be given. Address, "M.," Upper Berkeley-street, Portman-square.

BLACK JACK, or SULPHURET OF ZINC.—A LARGE QUANTITY can be SUPPLIED MONTHLY. Any party wishing to purchase, may have samples and particulars of Capt. William Taylor, at Wheal Gill Mine, St. Cleer, Liskeard. Communications to be forwarded to the above address.

DOLCOATH, CAMBORNE.—TWO SHARES in this valuable dividend mine TO BE DISPOSED OF, at £30 per share. Also, a FEW SHARES in SIDNEY GODOLPHIN, at £5 per share; and ONE SHARE in WHEAL ZION, at £4 6s.—Apply to "X. Y. Z.," Post-office, Helston, Cornwall.

GREAT BRYN CONSOLS.—TO BE SOLD, a FEW SHARES in the above Mine.—Address, "M. W.," Mining Journal office, No. 26, Fleet-street, London.

WEST FOWEY CONSOLS, CORNWALL.—SOME SHARES in this valuable and much-improving Mine ARE OFFERED, under particular circumstances, FOR SALE. This opportunity presents a good investment; the mine is anticipated, will shortly be paying regular dividends. Parties desiring to invest, apply to Mr. G. Thomas, Winchester House, Old Broad-street, London.

BRONFLOYD MINE, CARDIGANSHIRE.—All persons having any CLAIM against this Mine are requested to send full particulars of the same forthwith to Mr. J. B. Balcombe, No. 19, Royal Exchange, in order that they may be discharged, if found correct.—London, 16th September, 1852.

CARN VALLEY MINE.—Notice is hereby given, that the following SHARES in this Mine, Nos. 3201 to 3215, 3221 to 3250, and 3256 to 3415, having been FORTHWITH OBTAINED from this office, ARE CANCELLED and ANNULLED, and persons are CAUTIONED AGAINST PURCHASING the same, as they will not be transferred. Carn Valley Offices, 35, King-street, Cheapside, 8th Sept., 1852.

COPIAPO MINING COMPANY.—Notice is hereby given, that the ANNUAL MEETING of Shareholders will be HELD at the offices, No. 2, New Broad-street, on Friday, 1st October, at One o'clock precisely. By order of the Directors, EDWARD J. COLE, Secretary. No. 2, New Broad-street, Sept. 17, 1852.

TAMAR SILVER-LEAD MINING COMPANY.—Notice is hereby given, that the ANNUAL GENERAL MEETING of the shareholders of this Company will be held at this Office on MONDAY, the 4th of October next, at Two o'clock precisely.—Salvador House, London, 13th Sept., 1852.

UNION TIN SMELTING COMPANY.—Notice is hereby given, that the HALF-YEARLY GENERAL MEETING of the shareholders in this Company will be HELD here on Wednesday, the 13th October next, at Two o'clock precisely, when the statement of accounts and the Company's affairs will be submitted. Salvador-house, London, 10th Sept., 1852. F. WATSON, Secretary.

WHEAL GOLDEN CONSOLS.—At a MEETING of this Company, on Wednesday last, it was resolved, that a DIVIDEND of FIVE SHILLINGS PER SHARE be declared, payable on the 14th October next, on such shares as shall on or before the 30th inst. be duly registered in the Cost-book of the Company, and the certificates of shares be exchanged, pursuant to the resolutions at the last general meeting. J. D. YOUNG, Purser, Barnstaple, Sept. 15, 1852.

ALBION PORCELAIN and BLEACHING CLAY COMPANY, ST. ENODER, NEAR TRURO, CORNWALL.

Notice is hereby given, that, in consequence of the number of applications for shares in this Company already received from highly respectable parties, NO FURTHER APPLICATIONS can be RECEIVED after SATURDAY NEXT, the 25th inst. St. George's Chambers, High-street, Birmingham. T. LEWIS, Purser.

PEMBROKESHIRE.—SUMMERTON SLATE QUARRY. TO CAPITALISTS.—THE PROPRIETOR of the Summerton Slate Quarry is induced, from the very extended area of the slate formation, pervading a number of acres of land, to call the ATTENTION of CAPITALISTS to its immense resources, and also to the great pecuniary advantages which must clearly accrue upon the working of this valuable mine upon a large and extended scale. Dismissal to all other quarries, it possesses machinery (the invention of the proprietor) for the manufacturing and cutting slate with an accuracy and precision perfectly unobtainable by any other means, and also, as regards the largest classes, with a saving of 200 per cent. The material demonstrates a solidity and firmness which has been pronounced by impartial judges to surpass the best North Wales slate, divested of that brittleness which is so apparent in the quality and material of those mines; and as accuracy and precision in manufacture is a desideratum of immense importance, an inspection of the specimens deposited at the office of the Mining Journal will demonstrate the correctness of that assertion.

The proprietor will refer all parties desirous to receive any further information to Henry Phelps Goode, Esq., land agent and mineral surveyor, Haverrfordwest. It is unnecessary to observe, that as reference is given, in case negotiations are entered into, reference will be required.



## TO CORNUBIA.

Cornubia! country rich in ancient story,  
Land of bright rivers, the fairest and the wildest;  
Whose sons can boast of deeds of martial glory,  
Sons brave in danger, and in peace the mildest.  
How shall we paint thy worth,  
Thou of all spots on earth,  
I hold at once the noblest and most grand;  
Whose peaceful vales, where pleasing hamlets lie  
Clad in their social, quiet harmony,  
Proclaim the tenants of a happy land.

Oh! who can gaze upon thy towering rocks  
Worn sharp and rugged by old Ocean's shocks,  
Where 'mid the furious, flying foam,  
The fearless sea-gull finds her home;  
Who on that wild and solemn solitude,  
'Midst dizzy crags and caverns rude,  
Can look, nor feel each scene this truth impress,  
Nature's vast power, and man's mere nothingness.

Thy genial valleys ever smiling,  
Hearts from cares and grief beguiling;  
Vales of which a bard would dream,  
Where flows the limpid trout stream.  
The humble fane, attached to which,  
Some ancient tale, romantic, rich  
With painted windows old and quaint,  
That mark the deeds of knight and saint.  
Here humbly on each Sabbath day,  
Men, matrons, maidens take their way,  
Unmarked by fashion or display,  
With hearts sincere to hear and pray.  
Contrast these with a city's fane,  
Where wealth's proud sons and daughters go;  
Here true religion peaceful reigns,  
There gaudy pomp and heartless show.  
Sons of riches, power, and pride,  
Leave awhile gay fashion's tide,  
Leave your halls and towering domes,  
And look for once on Cornubia's happy homes.  
Your's the vain and gilded show,  
With cold hypocrisy beneath;  
Their's is the warm and natural glow,  
And truth in every breath.  
Unskilful in affection's arts  
You'll find Cornubia's many hearts.

Deep in the earth where dangers lurk,  
The sturdy miners fearless work.  
Vast piles of ore their mines display  
To the astonished gaze of day.  
Necessity the miner taught,  
And art and science to perfection brought.  
No rock so high but he will climb its brink,  
No rock so stern but he will work and sink.  
Without a thought of danger near,  
His motto still is "Persevere."  
With hardest fare, he yet content,  
Breaks the hard rock, and works his "stent."  
And e'en when riches seem to fade,  
And poor each "level," "end," or "stope,"  
Undaunted still pursues his trade  
With perseverance and with hope.

Cornubia! long may peace and plenty dwell  
Among thy children in each quiet dell.  
United hearts, and friendly social hand,  
Still mark the heroes of a loyal land.  
But ah! my soul would mourn the hapless day  
That sees thy warm simplicity decay;  
That sees formality's cold arts displace  
Nature's true feelings in a manly race.  
Cursed be the man who would such things impart  
To still the emotions of an honest heart,  
Displace that truth to kindred souls supplied,  
By heartless pomp, hypocrisy, and pride;  
Subject your feelings to the base thrall,  
And mar the hearts and homes of "One and All."

ACHATES.

**SEA BATHING IN LONDON.**—It will be in the remembrance of most of our readers that, in the early development of the railway system, more than one proposal was made for bringing sea water from the Sussex and Kentish coasts by pipes laid along the London and Brighton and the South-Eastern Railways, which were not, however, carried out, although there is every probability that such a speculation would prove a profitable one. We have now before us a prospectus of the London Sea Water Company, the solicitors to which are Messrs. Scott and Edwards, Southampton-buildings, Chancery-lane, formed for carrying out a somewhat similar enterprise, who, by taking their supply of sea water from the German Ocean, will enable them to secure the shortest possible route to an eligible locality near London. It is proposed to construct a sea wall, engine-house, reservoir, and offices at Middlewick, on the eastern coast of the county of Essex, in the immediate vicinity of the Ray Sand Beacon, and to lay down a cast-iron main conduit from thence along the turnpike roads through Southminster, Althorne, Latchingdon, Bunwell, Wickford, East Hordon Hall, Upminster, Hornchurch, Langtons, Havering Well, Becontree Heath, Great Ilford, Stratford Old Road, Ford-lane, Hackney Wick, and Homerton to Clapton, terminating in a reservoir formerly used by the East London Water-Works Company, extending over an area of two acres, in Powell's Field. This spot offers every facility for distribution, being 63½ ft. above Trinity high water mark, considerably higher than the New River Head, and the entire length of main being 47 miles 1 furlong 165 yards. It is intended, in the first instance, to construct two bathing establishments—one in the neighbourhood of Finsbury-square for the east, and the other near Cavendish-square for the western districts of London; and, from the most careful estimates, it is believed that the erection of the establishments at Middlewick and London, laying the mains, preliminary, legal, and every other outlay, will not exceed 90,000l. The capital is, therefore, fixed at 100,000l., in 10,000 shares of 10l. each, and in forming a calculation of the return likely to accrue from the novel and useful system of baths in the metropolis, the promoters have taken the six public bathing establishments already in full operation, and 19 private undertakings in different parts of London, as a basis; and from the increasing patronage which all are receiving, and the facilities offered to all classes of society in obtaining a sea bath near home, a luxury under present circumstances which no other means can obtain, there appears no doubt but that a very profitable return for the money invested may be depended on. There are other sources of profit to be relied on, in addition to the two preliminary bathing establishments, such as the supply of sea water to other bathing establishments, sending out hot or cold sea baths to invalids at their homes, the supply of mansions of the nobility and gentry between Middlewick and Clapton, as well as town mansions, as also for agricultural purposes, such as irrigation along the line of main, and the sale of sea water for numerous chemical, sanitary, and manufacturing purposes. As the mains will be laid on the turnpike roads, under the authority of an Act of Parliament, no expenses will be incurred with railway companies, nor will there be any compensation claimed by landowners.

**THE ELECTRIC TELEGRAPH.**—The third and concluding lecture on this interesting subject was delivered by Mr. Edmund Wheeler, C.E., at the Greenwich Institution for the Education of the Deaf and Dumb, on Tuesday. The lecturer gave a brief account of the early experiments in submarine operations, and presented a mass of interesting facts connected with the completion of the submarine communications between England, France, and Ireland. The use of subaqueous wires was shown in some instances to be unnecessary. Rivers, and probably seas, might, in cases of favourable geography, be made themselves the media of electrical conduction from their opposite shores. At Havre-de-Grace, on the Susquehanna, the plan has been for some time in successful operation. Samples of the French and Irish submarine wire-ropes were exhibited, and their structure rendered intelligible by diagrams, &c. The beautiful application of magnetism to telegraphic purposes was represented by a large double-needle instrument, made by the patentee, Mr. W. T. Henley, expressly to illustrate Mr. Wheeler's lectures. The substitution of permanent steel magnets as a source of electric force in the telegraph, instead of the more general voltaic batteries, must be ranked among the substantial advances of modern science. Where magneto-electricity is employed, the imperfect insulation of the wires, or adverse state of the weather becomes a trifling consideration. The intensity and quantity of the current can be so proportioned to the resistance of the wires and coils, that the electric fluid shall find it an easier path to the earth via the wires and instruments than down any intermediate posts, &c.; and this desirable balancing of power and resistance can be maintained with more constancy by permanent magnets than by chemically constructed batteries. The lecture concluded with a practical illustration of Wheatstone's celebrated experiment to ascertain the speed of the electric fluid through copper wires, the results indicating a rate of not less than 288,000 miles per second. Thus, while a man walks two yards, our swiftest express trains would pass 30 yards, sound would have travelled a quarter of a mile, but the invisible agent of the electric telegraph would encircle our globe eleven times, in the same period. The course of lectures appears to have excited much interest, and to have been received with that satisfaction which the subject might be expected to produce on intelligent and inquiring minds.

**GREAT CALIFORNIAN LINE OF TELEGRAPH.**—The route selected for this great line of telegraph, extending over 2400 miles, by the committee on the measure in their report to the Senate of the United States, will commence at the city of Natchez, in the State of Mississippi, running northwards to El Paso, on the Rio Grande, thence to the junction of the Gila and Colorado Rivers, crossing at the head of the Gulf of California to San Diego, on the Pacific, and then skirting the coast to Monterey and San Francisco. The committee report that if this line of wires be established the Pacific and Atlantic Oceans will, for commercial communications, become as it were one, and that intelligence will be conveyed from London to California and India in a shorter time than was required 10 years since to transmit a letter from Liverpool to New York.

**MANUFACTURE OF IRON.**—A very interesting experiment in the manufacture of pig-iron, by the use of "Cannel coal" in the furnace, has been recently tried in this State, at the Buckeye Furnace, Jackson County. Commencing the blast entirely with charcoal, they gradually introduced first one-quarter, then a half, and finally three-fourths of Cannel coal. An improvement in the working and yield of the furnace was noticed at each successive addition to the charges of Cannel coal. We understand that this interesting experiment will be further prosecuted. The Buckeye Furnace estate contains exhaustless quantities of Cannel coal.—*Cincinnati Gazette*, Sept. 3, 1852.

**HOLLOWAY'S PILLS AN EFFICIENT REMEDY FOR SICKNESS OF THE STOMACH, LOSS OF APPETITE, AND GENERAL DEBILITY.**—The wife of Mr. Thomas Ransom, bootmaker, of 14, Maxey-road, Plumstead, had suffered for more than seven years from a sickness of the stomach and loss of appetite, and was so debilitated as to be compelled to keep her bed. She had been to the hospitals for advice, and under different medical men, but without any benefit, and at this time her life was despaired of. As a last resource, Holloway's pills were tried, and to the astonishment of all her friends they produced immediate relief, and restored her to sound and robust health.—Sold by all druggists, and at Prof. Holloway's establishment, 244, Strand, London.

## ON THE ASSAY OF MINERALS.

The vast discoveries which have been made during the past few years, and to which, indeed, at the present time there appears no limit, of new sources for the production of mineral wealth, renders of the utmost importance every information and instruction on the means of correctly ascertaining the true character and value of metallic ores and alloys. The science of mineralogy has hitherto been a sealed book to the million; and, indeed, from the intense application, chemical knowledge, unwearied adroitness and attention required in performing the various manipulations, it has ever been comparatively few who have devoted themselves to the study. Although many excellent works on mineral assay have appeared in the English language, among which we may mention as the most recent, Mitchell's *Practical Assaying*, and Muspratt's *Plattner on the Blow-pipe*, their utility is confined to the established laboratory; while to the thousands of intelligent men who are now wending their way to other lands, rich in mineral wealth, and to whom such instruction would be invaluable, we have not hitherto any English work sufficiently simple in its details, or at a cost to come within the general means. We are happy to find that this desideratum has at length been accomplished by the publication of a little work in the United States\*, from the pen of Mr. Oscar M. Lieber, late geologist to the State of Mississippi, with the object of giving to the public an essay of a simple and popular character, which would be practically useful to those who, without the time or means to enter into the minute details of the science, may be anxious to obtain some elementary and the least complex practical knowledge of metallurgy; and the author has produced a book which fully treats on the subject, at a price which places it within the reach of all who may be interested in this important branch of knowledge. It cannot be denied that the acquirement, to some extent, of this art, is highly desirable to all engaged in any business connected with the metals, and indispensable to those who have devoted themselves to the search for gold, or other mineralogical pursuits. In its contents, the volume treats on the processes by heat, and also on those wet ones, either where they serve as methods to rectify the former, or where no others exist, as in the case of platinum. A partial study, at least, of the blow-pipe is recommended by the author to all those who would succeed in benefiting by the instructions in the treatise; the requisite utensils for the more detection of the principal component parts of ores are so few, can so easily be obtained at a trifling cost, and may so readily be carried about without trouble or annoyance, that, at least for the purpose of a prior test, it is highly desirable to possess some knowledge of their application, which can be acquired with great facility.

Mineral assay, although a branch of analytical inorganic chemistry, properly so called, is distinguished from it as not being required to ascertain all the different composing elements of an inorganic compound, or the exact amount of each, it being only an aid to technical operations, in ascertaining the character and quantity of any metal in an ore; and it is, therefore, self-evident that much time and labour would be necessarily lost if the same attention was devoted to it as would be requisite in an analysis. Assaying is said to have been the earliest known branch of chemistry, and, in fact, that one which afterwards, through the medium of the various investigations of alchemy, drew attention to theoretical chemistry, and founded that science. Agricola, of Saxony, who lived in the early part of the 16th century, in his *De Re Metallica*, 1546, was the first to collect facts and write on the subject; since then the numerous discoveries of more enlightened periods have vastly enlarged and developed this branch of study. The assayer should be guided in all his operations by chemistry; in other respects, it is recommended to every one anxious to perfect himself, that the most scrupulous cleanliness, order, and precision is necessary as regards his implements and manipulations, and the most close and rigid watchfulness and habits of observation as to the results.

The author, in the little work before us, has confined himself to the processes connected with the commonly useful and precious metals, as gold, silver, platinum, copper, iron, and lead, the assays for sulphurets in the various ores, and a variety of tables for rectifying loss of silver, comparison of national weights, the melting points of various substances, and a full description of the muffle furnaces, crucibles, and other utensils required. The volume, we have no doubt, will be found a valuable elementary treatise to the tyro in metallurgy, conveying in simple and everyday language the several details of every process, and which we have no doubt will be duly appreciated on both sides of the Atlantic.

\* "The Assayer's Guide; or, Practical Directions to Assayers, Miners, and Smelters, for the Tests and Assays, by Heat and by Wet Processes, of the Ores of all the Principal Metals, and of Gold and Silver Coins and Alloys." Philadelphia: Henry Carey Baird (successor to E. L. Carey).

## THE CHEMISTRY OF GOLD.

Since the great discoveries of gold in California, and those more recently in our own interesting colonies of Australia, several works have appeared descriptive of the localities, the auriferous strata, climate, &c., with details of the modes of living, and advice under various circumstances. In addition to these, there has just issued from the press a little work on the *Chemistry of Gold*,\* by Mr. J. Scoffern, M.B., F.S.A., dedicated to Michael Faraday, Esq., in which not only that precious metal is treated on, but also so much of the chemistry of associated or collateral bodies as may enable an operator, previously ignorant of chemistry, to prosecute the main object of his research; and where any difficulty may arise in procuring the substances employed in metallic extraction, directions are given for efficient substitutes. The volume is divided into four chapters. In the first is an inquiry into the natural history and geological distribution of gold; in the second on the methods, chemical and physical, of distinguishing gold from other bodies, the chemistry of gold chloride, silica, lead, silver, and other substances with which it may be associated, or which are concerned in its extraction. Third, on the process of extracting gold from alluvial and diluvial drifts by washing, furnace operations generally, and gold and silver furnace operations especially; and, fourth, general remarks on apparatus and instruments. In the consideration of the natural history of gold, it is shown that if by any considerable revolution we should be deprived of iron and steel, a very good substitute would be found in bronze—the late Sir F. Chantrey having had a razor made of that alloy, with which he shaved for many years. For such purposes, however, and a thousand others, gold would be useless—a metal, nevertheless, which has been so valued in every age by savage and by civilised man that it must commend itself to our appreciation. This arises principally from its being found a pure brilliant metal, unchangeable by the agencies of fire or water, and being, humanly speaking, indestructible. It is generally found in metamorphic rocks of the palaeozoic series, or tertiary drifts of alluvium and diluvium, resulting from the same. In an examination of the geology of Australia, it is shown that there is a total absence of the rocks of the secondary system. All that long and interesting series of European stratifications, in which the Waulden and chalk systems take such a conspicuous part, appear to be absent in Australia. It would seem that this strange island had remained above the ocean while all the remaining portions of the globe, at one period or another, were submerged, and that the naturalist now recognises in existing Australian animals the types of races which have long since passed away, while fossil geology affords us curious testimony in favour of this view. Imbedded in certain portions of the oolitic system in England, and various other parts of the world, are found remains of animals of the kangaroo tribe, and this animal, at the present day, is found a native denizen of Australia. Various diagrams of the fossils of the palaeozoic rocks are given, and those of the coal formations of Australia and Europe. The methods of obtaining gold by washing the soils, of separating it from its alloys, with the use of the several furnaces and various utensils, are lucidly explained, and the instructions may be followed with facility, without any previous experience on the subject; and it is, upon the whole, a valuable little work, particularly useful to the many of our countrymen who are leaving England to seek their fortune among the golden sands of either Australia or California.

**GREAT RAILWAY BRIDGE IN AMERICA.**—The American papers give some particulars of the railway bridge which is to span the Niagara, and connect Canada with the United States. At first thought, the idea of a railway train dashing high in air over that renowned water is rather impressive; but when the actual details are mastered, the undertaking falls down into the second-class of engineering enterprises. The bridge will be in a single span 500 feet long, less than half the length of Telford's carriage-road across the Straits, and 1049 feet shorter than the Britannia tube. It

\* "The Gold-Seeker's Chemical Guide. The Chemistry of Gold: its Natural History, Chemical Properties, Modes of Mining, Washing, and Assaying Gold Ores, and Hints for distinguishing them from Similar Substances found in connection with them." By J. Scoffern, M.B., Lond., F.S.A., formerly Lecturer on Chemistry at the Aldersgate School of Medicine; author of a Treatise on the Sugar Manufacture; On Projectile Weapons and Explosive Compounds; Chemical Analysis for the very Young, &c. London: William S. Orr and Co., Amen-corner; J. McGlashan, Upper Sackville-street, Dublin.

will form a straight hollow beam, of 20 feet wide and 17 deep, composed of top, bottom, and sides. The upper floor, which supports the railroad, is 24 ft. wide between the railings, and suspended to two wire cables, assisted by stays. The anchorage will be formed by sinking eight shafts into the rock 25 ft. deep. The towers are to be 60 ft. high, 15 ft. square at the base, and 8 ft. at the top. The bridge itself will be raised 18 ft. on the Canadian side and 28 ft. on the American side above the present banks; and it will be an imposing object from some points, though it will nowhere strike the spectator with the same awe as does the great work of Stephenson.

## Original Correspondence.

## PNEUMATICS—THE EXPLOSION OF THE COMMITTEE.

SIR,—I perceive Dr. Fife has entered the field with the purpose of winning over Mr. Richardson, who is already an interference man, to the support of the great job of a central board. I think it is not likely we shall be bored with a board. The wooden nature of these contrivances is already too well known; still it may be worth while to put the learned doctor a few queries, seeing that we have now physicians for all our ills. 1. Who is it that grants practitioners the "qualifications" required; are they given by practical men, or by some one else?—2. Who is to grant the qualifications in "pneumatics" to colliery viewers; and are "double qualifications" to be granted to ventilators of the Houses of Legislature and the courts of justice?—3. Is the perception of good ventilation in Scotland Delaval a sufficient data for assessing duties as a fact that it is solely due to the steam-jet, or the comparative fact that other collieries are worse ventilated, which he has not seen?—4. Does the ventilation of collieries require constant regulation; is there a danger from excess of air, similar to the danger in locomotives from excess of speed, which requires a ventilation driver to be always modulating the velocity?—5. Does it follow because men not immediately concerned in a business have suggested the most valuable improvements (Watt, for instance, and Craddock were not brought up as engine makers) that all proposals made by men out of their sphere must have intrinsic value? This is the only direct inference to be drawn from Dr. Fife's quotation, as also from a quotation on the same side by your late correspondent from Belgium. The vague possibility that some such person may hit the nail on the head is the only other inference, which, while every one will be ready to admit, no one will be much disposed to found an argument upon. Sept. 15. DAVID MURRAY.

## ON THE ECONOMICAL WORKING OF COLLIERIES.

SIR,—With extreme feelings of gratitude I have ever witnessed your unceasing advocacy on behalf of the poor collier and miner, and I hope the warm exertions hitherto displayed by you will still be continued. I have been deeply impressed for many years that it is the positive duty of every thinking individual to do what he can to assist in elevating the deplorable condition of this class of the population. The time is rapidly approaching which will lead to the discovery that property has duties as well as its rights; but this will be little regarded until the reckless sense of competition, now pervading the mining districts, shall have met with a calm and impartial investigation. The fearful amount of waste that is continually made from imperfect combustion, badly-constructed steam-boilers, foul water, and useless friction, cannot but attract the attention, and ultimately the regret, of scientific men, and the natural belief is that the proprietors have aimed at quantity alone. Energy has been displayed, ponderous machinery erected, and great applications have been resorted to, as though a desperate struggle of life or death was about to be made. Now, I am at a loss to understand why such an amount of competitive strife should exist, for there is no reason whatever, in my humble opinion, why the ironmaster and the workman should not be as well (if not better) remunerated as any other class of traders.

In the course of my time I have undertaken numerous contracts where considerable quantities of iron have been required, and it would have been unjust had I accepted those contracts at prices which would preclude my paying the ironmaster his fair and honest demand. Feeling convinced that the lamentable state of trade now existing has been, and is produced by competition, I hope that a general enquiry will be made into the cause of such competition, and that it will receive the consideration of all persons connected with mining operations. I must add, that I am highly gratified to observe that steps have been taken at Newcastle for the formation of a society, having for its object the alleviation of some of the calamities to which the poor miner is exposed, and the investigation and examination of all scientific and philosophical apparatus brought to the society's notice; this savours well. I trust there will be no financial deficiency to obstruct its progress. I herewith enclose you a subscription of two guineas in aid of the above object, which you will do me the favour of forwarding to their secretary.

Having a subject of considerable importance to bring before the society (above alluded to) shortly, respecting some mechanical and scientific arrangements which I have adopted for indicating the condition of the atmosphere in mines, I trust, Mr. Editor, that you will do me the favour of giving this letter a place in your valuable Journal.—THOMAS ATKINS, C.E.: Oxford, Sept. 15.

## THE STEAM-JET v. FURNACE.

SIR,—Ignorant men, speaking from their own limited experience, are always sceptical, and appear very much like the ass who offered to subvert the world for money to put a coal mine under Mr. Gurney's direction for the application of the steam-jet. Is there not a mine already under the operation of the steam-jet with the most perfect results? Is Seaton Delaval not proof enough? Are the manufacturers that have the steam-jet for ventilation not proof enough? Will men believe their own senses? Why should Mr. Gurney, a man of science and property, after generously presenting this result of his genius to the mines, be at the call of ignorant scepticism, to devote his time and personal exertions, which can be so much better employed, for the conviction of minds that are resolved not to be convinced? What better demonstration could be offered to them than the means of ventilation and of safety, mining officers refuse its adoption, and demonstrate their ignorance in their proclaimed scepticism, though the facts clear as the day, are before their eyes. Fortunately for the miners, the public and the Legislature have no vested interest in prejudice and dangerous ignorance.

That your correspondent should not understand furnace limits, natural brattice, &c., is only in keeping with the rest of his letter. These principles, invariable attendants of the furnace operations, required to be detected by the more observant minds of men of science, and which, it is perfectly possible, may not be understood by him during his natural life, without a disposition fairly to investigate them. The very name of the miners has been the resistance to the generous indications and the enlightened principles of science. Soon, it is to be hoped, a better spirit will pervade them.—SCIENTIA: Sept. 15.

P.S.—That carbonic acid will extinguish fire, there is no well-informed man in England will for a moment doubt, though doubted by another of your correspondents. If from falls, or any other cause of obstruction in the fire-waste at Sanchie, a limited portion of it has been shut off from the effects of its application, that cannot in the slightest affect the truth of a great principle. A change in the course of the operations, so as to reach such a locality, would, I presume, also produce similar results as have been produced elsewhere.

## WATT, WOOLF, AND CRADDOCK.

SIR,—I have had several inquiries respecting the exact principles of Craddock's inventions, as compared to the Bolton, Watt, and Woolf engines, and I propose, in consequence, to give, for the benefit of all interested, a brief comparative sketch of their respective differences. Mr. Craddock, in his lectures, published together with his specification, by Simpkin and Marshall, furnishes a complete detail which will enable any competent person to make such a comparison; but this book is, I believe, out of print, and it is likewise not intended merely as a comparison, but as a full, though very concise, account of the facts, experiments, and reasonings, which support his views, and of the arrangements by which they are brought into practice; therefore, a few leading points now thrown together, solely to illustrate each other, may prove not unserviceable towards a right appreciation of the full merits of these inventions, which must be ranked as the *superlative* degree of the steam-engine, Woolf's being the *congruous*, and Watt's the *positive* degree. The mechanical details by which the principles are realised cannot be precisely explained without the minute drawings which accompany each specification. Even then there are great niceties, by which consummate art has succeeded in perfecting the greatest simplicity, which can never be adequately mastered or appreciated without inspecting the actual parts. No person, for example, could sufficiently estimate Watt's exquisite invention of the parallel motion without seeing it in action, and so it is with some of Craddock's novelties; in fact, what man ever derived a correct notion of a foreign country by reading any or all the books of travels that ever were written? I shall, therefore, take up no space in attempting to describe parts which absolutely require either drawings or inspection to make them understood, but explain only the main principles which they are invented to develop, and which are quite within the compass of mere verbal description.

Bolton and Watt's, or the positive degree of the steam-engine, derives, as is well known, the principal element of its force from the pressure of the atmosphere brought to bear upon the piston, by condensing into as perfect a vacuum as possible the steam previously admitted to the other side of it. This vacuum is alternately replenished and renewed, by admitting steam at a low degree of force. This force is of necessity limited, from the construction of the machine. The nominal maximum fixed by Watt is 6 lbs. per inch; this is usually exceeded in practice, but it is generally held that if the pressure exceeds 10 lbs. per inch, even with the larger air pumps which some engine makers adopt, such increase of pressure is more than counterbalanced by the imperfection of the vacuum, arising in the greater difficulty of completely condensing highly heated steam, and the consequently increased weight of injection water the air pump has to lift. There are other more subtle difficulties in operation, but it is sufficient to state the fact that by their joint action a limit is fixed to the power of the Bolton and Watt engine, which, indeed, may be truly called the positive degree of this invaluable machine. Its positive effects have been so great, that it is only by their right appreciation that we can give a proper place to the conditions of the comparative and superlative degrees of steam power. Where water for condensation is plentiful, and particular economy of fuel no object, this engine has come into universal use, and even in some situations where economy of fuel is an especial object, as in ocean navigation, no effective substitute for its plain and serviceable advantages, removing explicitly and unequivocally its numerous drawbacks, has yet, until the invention of Craddock's superlative combinations, been attained.

The obvious disadvantage of being confined to such a limited force of effective steam upon the piston, when all the arrangements for generating it at a much higher pressure, are appended to the machine, led Woolf to the invention of his expansive engine. The steam is here generated and used in the first instance at a pressure much higher than the minimum required for perfect condensation. It is introduced with this full force against the piston, either in one cylinder, and then cut off in such proportion that its expansion during the remainder of the stroke shall reduce it to the temperature appropriate for the Watt condenser, or else the full force is applied in a smaller cylinder, and the expansion to low pressure suffered to take effect in a separate larger cylinder. It is this double cylinder engine which is, strictly speaking, Woolf's peculiar invention. It is evident that, from the steam acting at various degrees of tension in the successive parts of the stroke, there is a tendency in such engines to irregularity of force, whereas the action of the Bolton and Watt is perfectly uniform, the steam having the same pressure, provided the vacuum is equally maintained, from the beginning to the end of the stroke. It is unnecessary to enter here minutely into this point, or to enumerate the various attempts to modify such irregularity. I refer to it as a general point in the comparison, and have given rise to much discussion and uncertainty, and very greatly affected the general adoption of







taken in a recent year, and in the company, the capital of which is \$5000, in 1900 shares of \$50 each; and should be advisable to extend operations, provision is made for the issue of 100 additional shares, the option of taking which at par will be given to the original shareholders. Extensive lead smelting and silver extracting works are now in active operation on the River Tyne, while others are in course of erection, between which and the Tyne there is direct railway transit, in which locality a free and ready market may always be obtained for the ores raised by the company. The veins discovered at their outcrop at Kinsley have been partially opened, and worked with success and profit; the principal one contains a solid rich argenticiferous galena, 1 foot thick, rich in silver, and has been traced through Kinsley into the Forest of Copeland. Experienced mine agents are of opinion that at the junction of the old clay-slate with the Emmerdale syenite of the Copeland Forest, there will be found associated an abundance of other mineral produce, more particularly the sulphates or oxides of copper. There are two other lodes to the eastward of the main one, which have been partially opened, and large quantities of lead extracted; while in other localities to the north-west of this property several veins are now being worked on for ironstones, which from their direction must intersect the Kinsley set, one of which is stated to be from 70 to 100 ft. wide. The mining ground is most favourably situated; the valley surrounding Flat Fell and High Land South is suitable for commencing adit levels each way, thus intersecting all the veins at a great depth, without requiring pumping machinery. It is the opinion of a mining engineer of great experience, based on inspection, and facts which have come under his knowledge, that the red hematite will be found abundant in these localities; and as this ore is in great demand, such discovery will doubtless greatly add to the value of the mine. Some of the silver-lead ores have been analysed by Mr. John Mitchell, of Blackopgate, giving a produce for lead of 64 per cent., and 9.4-5 oz. of pure silver, to the ton of ore.

**WHEAL KITTY** (tin and copper) is situate in the parish of St. Agnes, Cornwall, and ceased working in 1842, having yielded ore amounting to 200,000. The set is extensive, and several highly productive veins pass through it. The dues are only 1-24th, which, with the reduced rate of labour and price of coal, timber, and other mining requisites, make this a very desirable undertaking, as it can be wrought at a moderate outlay. It is proposed to erect a pumping engine of 50 in. cylinder, a 20-in. winding engine, crusher, &c., and sink the shaft 20 or 30 fms. under all the old workings, as well as to drive the upper levels westward, and through the cross-course, the old Kitty lode having made the greatest riches in the 12, 24, and 36 fms. levels, up the western cross-course, where the lode was above, and had not hitherto been found on the other side; consequently, it is whole from the adit level downwards. Wheal Vottle lode is to the south, from which many thousands of pounds worth of ore in ancient times were raised above the adit level, all in whole ground below, and can be worked by flat-rods from the proposed engine. Wheal Rock lode is to the north, and will form a junction with the Kitty lode somewhere about the 64 fathom level. The junction of these lodes is a desirable object to arrive at, as large bunches of ore may there be expected. The mine is down to a 45 fm. level, where, from all account, the lode would now work away at a tribute for tin of about 4s. in 11. The estimated capital is \$5000, to be raised by the issue of 5000 shares at 1s. each, the whole of which, we understand, are taken, and 5s. deposit paid on each; to be conducted on the Cost-book System. The plans, &c., may be seen at Mr. Battye's, in Winchester-buildings.

## Mining Correspondence.

### BRITISH MINES.

**ALFRED CONSOLS.**—We hope by the middle of next week to commence the sinking of Field's engine-shaft under the 100 fm. level, by that time the pitwork will be in good order. The lode in the 100 fm. level, west of No. 1 winze, is worth for copper ore 1000 per fm. Before this level is driven east of this winze, we have a piece of the lode to stop 3 fms. long by 6 ft. high, which is quite equal to the west end—viz., 1000 per fm. The lode in No. 2 winze is worth for copper ore 400 per fm. The lode in the 90 fm. level is worth for copper ore 400 per fm. The lode in the 100 fm. level, west of Wild's shaft, is worth for copper ore 400 per fm., with the appearance of still improving. In driving east from the cross-cut in the 80 fm. level, east of flookan, the lode is from 1 to 2 ft. wide, a branch of which on the north, about 4 in. wide, is looking very promising, and contains some good yellow copper ore; the remaining south part is principally capel. There is no change in the western ground. Painter's shaft is sunk about 4 fms. below the 10 fm. level; the lode here 2 ft. wide, for the most part munda. In the last report this was called "Bottle" shaft. Nicholls', or Flat-rod shaft, is sunk 10 fms. below the adit level, and still dry. Our tribute department looks well.

**APPLEDORE.**—Our operations here are confined to driving the 20 fm. level north; the lode is about 1 ft. wide, composed chiefly of spar and flookan. The 40 fm. level south, on the eastern lode, has been disordered by a slide, and we hope in going south that the lode will get more settled; its composition is spar and flookan, as in the level above. Our engine wants cleaning, which we are about to do; therefore, we shall not be able to report of the bottom for the next week.

**AUGUSTA CONSOLS.**—We have now commenced sinking the shaft just at the mouth of the adit level, in the back of Fuller's lode, where there is very rich ore, and the lode is looking very promising. By sinking this shaft 6 fms. we are likely to meet with the south lode, when, by sinking a few fathoms on its course, we shall be enabled to ascertain whether this should be the engine-shaft; at all events, with very little additional expense, we can carry this shaft large enough; therefore, should it be the working shaft for the engine, we shall be all right. The winze is down 10 ft., the ground favourable, and the lode kindly; the end in the western level is looking better, lode softer, and more munda. The necessary arrangement for cutting lead, &c., are all made, and we are now waiting for instructions, which I hope will be settled at your meeting on Tuesday. You may depend that every economy shall be used to the interest of the company.

**BEDFORD UNITED.**—The lode in the 115 east is 3 feet wide, worth 5 tons of ore per fm. The lode in the 90 fm. level is producing 2 tons, and in the 80 4 tons of ore per fm.

**BLACK CRAIG.**—The engine commenced drawing on Friday, and is now drawing "deads" from the 40 fm. level, which are landed in the 25, and thrown into the great bins. No. 1 pit will be holed to these bottoms in a day or two, which will ventilate and otherwise benefit them. Nos. 1 and 2 pitches, in the back of the 40, are looking well for ore. The 40 end west is still in the black stone. The 40 fm. level east is cleared about 11 fms., and the back of the level secured; after we get the tribute ore drawn, we shall sink this level to the 25. The 25 fm. level east is cleared, and is in the black stone. The ground in the cross-cut, south from this level, has altered in the last foot or two into a softer rock, with spots of lead. All other places much the same.

**BLAEN CAULEN.**—The lode in the engine-shaft has not been taken down since last report. The men in the deep adit level are going on very well. I put some bands yesterday (13th inst.) to make the whim round, and I should propose ordering a 5 in. lift pump 11 fms. long, as the shaft will be down 10 fms. below the shallow adit level by the end of this month; then the men will cut a plat, and make preparations for sinking another 10 fathoms.

**BORINGTON PARK.**—Since the last quarterly meeting, Murchison's shaft has been sunk 4 fms., a tip-plat cut 12 ft. by 10 ft., and Hitchens's shaft sunk 7 fms.; this shaft is communicated to the 15 fm. level, west of which we have four men working on tribute, who are breaking some good work. We have driven the 15 east 22 fms., and have gone through some ore ground, which is now being worked on tribute; I have suspended the driving of this level for a short time, until the tributaries have risen a few fathoms in the back; we have driven the 15 fm. level west 26 fms., and have stowed in the back of this level 32 fms., where we have raised large quantities of munda, and a south branch in the 15 fm. level we have driven 4 fms.; I consider this a part of our main lode split off, and we have two men working on tribute here. We have also shod in different parts of the sett upwards of 40 fms. In Murchison's shaft we are carrying part of the lode about 18 in. wide, some part of which has been taken down to-day (19th inst.), is good work, and not so rank with munda as formerly; this part of the lode appears to be improving as we go down. We have sold three parcels of lead ore—No. 1, 4 tons 8 cwt. 3 qrs., to the Tamar Smelting Company, at 22s. 12s. 6d. per ton; No. 2, 4 tons 2 cwt. 1 qr., to Messrs. Pontiff, Wood, and Co., at 16s. 10s. per ton; and No. 3, 17 tons 0 cwt. 2 qrs., to Messrs. Pontiff, Wood, and Co., at 3s. 1s. per ton. As we have not yet weighed our munda, I cannot give you the exact quantity. I hope to get round, in the next two months, about 10 tons of good quality ore, and about 10 tons of munda ore. We have had several practical agents visiting us within the last month, who were very much surprised to see the work we had on our floors, and who all expressed but one opinion—that we shall have large quantities of ore as soon as we get under the munda.

—Sept. 13.—I am in hope to get round, in the next two months, 100 tons of munda, 20 tons of crop ore, and 20 tons of munda ore. I should be glad if you could get a sale for our fine munda—if it were only at a small profit, as we have large accumulations at surface. I hope to be driving another level under the 15 in two months from this time. We are busily engaged in drawing away the munda, and as soon as it is all weighed I will let you know the exact quantity. The adit level east, at East Borington, is still holding out good—better now to-day than I have yet seen it. The lode in Murchison's shaft is also holding good. Our mines were never looking better than they are at present.

**BORINGTON CONSOLS.**—Murchison's shaft is down about 11 fms. below the 15; we shall not be able to take down any more of the lode in the shaft until we are down to our next level. Annie's shaft is down about 3 fms. below the 12. The 12 east of Annie's shaft, is as last reported. Going west, the lode is more settled, and shows good indications. In the adit level east we have a fine course of ore, which will turn out upwards of 1 ton of ore per fm.; this end is going into whole ground, being driven a good deal further east than our top level; this is certainly the best discovery we have had here yet. I shall be able to set two or three pitches more in this level in another month. Our tribute department is looking well.

**BOSCARNE.**—The engine-shaft is sunk below the 30 fm. level 8 fms.; the ground is speedy for an engine-shaft; the stratum is still stained throughout with copper, and of a more promising character, there is a beautiful blue killas. The Dunder adit is driven, since the last report, about 8 fms.; this is going ahead; the stratum has the same encouraging appearance. There is not in the county of Cornwall more work done for the money, more economy used nor more diligence and energy applied, in carrying out any company's operations, than at the Boscarne.

**BOTTLE HILL.**—The end in the 50 fm. level, driving east, is looking well, as we have a very promising lode, and tiny, all saving work for the stamps. The slope in the back of the 50, east of Pezzy's shaft, is looking very well, just as when last reported, all saving work. The slope to the west of Pezzy's shaft is just as when last reported—a very good lode for tin. The rise above the back of the 50, against Vigne's shaft, is looking well, as we have a good lode for tin. The winze sinking under the 34 is not so good for tin as it was, but the lode is large. I have stopped the men for the present in the 28, driving west, and put them down to drive west in the bottom of the shaft, where we have unexpectedly good stones of ore. In the winze sinking under the 34 the lode is not so large as it was, nor is it so good. Four men are driving a cross-cut in the bottom of Hitchens's shaft, to cut the south lode, set at 27 1/2 in. per fm. We are preparing for the burning-house as fast as possible, and shall light again next week. All other work is going on satisfactorily. The tin sold and sampled amounts to 6 tons 4 cwt. 2 qrs. 10 lbs.

**BRYN-ARIAN.**—The lode in Hallett's engine-shaft, sinking under the 30, is from 4 to 5 ft. wide, composed of clay-slate, with a mixture of soft spar, black, and spotted with lead ore. The south shaft, on Joseph's lode, is down 10 fms. 3 ft. from surface, 2 fms. more will communicate this shaft to the deep adit level. The lode in this shaft is 6 ft. wide, and although spotted with ore, it is not of any value at present. The level below this shaft is extended 6 fms. further south, where the cross-cut is now being driven; the lode in this level is 7 ft. wide, 4 ft. of which is saving work for dressing, and is much improved within the last week.

**CAR-GRYON.**—The 10 fm. level, driving west, yields 3 tons of ore per fathom. The slope, yield 2 tons to the fathom, and the engine-shaft, now 3 fathoms under the 10 fathom level, is sinking on a course of silver-lead ore, worth 400 per fm.

**CARADON WOOD.**—In the north level we have cut into the lode about 4 ft., but no appearance of the hanging wall as yet; in the south level the lode appears to be improving; we have driven this level about 2 fms. south of the cross-cut, and we have broken some very good stones of lead—I never saw the lode looking better than it was this morning (September 14). In the cross-cut driving east the ground is without any alteration since last week, still good and favourable for driving.

**CARBERRY WEST.**—The Carberry West sett consists of numerous lodes, of which four have been partially opened. These have all a similar bearing, and that of the most favourable character—analogue to that of the celebrated Berehaven and Crookhaven Mines, both of which are in the same district, the former yielding an annual return of 60,000, and being about 14 geographical miles from Carberry West sett; whilst the latter of the ore at similar depths is thus far proved identical—viz., blue and green carbonate of copper, and very rich silver grey ore, together with an unusual proportion of incipient malachite, with numerous specimens herewith sent of native copper and purple, grey, and peacock ore (sulphur). The width of the lodes is, respectively, 18 to 20 feet, and 25 feet; the ground, or matrix of the lodes, is most satisfactory, consisting chiefly of chlorite and mica schist, with veins of quartz; these indications have characterized the richest ground of Ireland, and are identical with the matrix of the Berehaven Mine, now sunk to a depth of about 210 fms., whilst they are perfectly analogous to the valuable Crookhaven property immediately adjoining the Carberry West. Altogether, this cannot fail, with judicious management, to become an early and rich dividend-paying mine, or series of mines, as the whole property is one field of copper ground.—W. WILKIN, Professor of Chemistry: Sept. 15.

**CEFN BRUNO.**—The lode in the deep adit level east is about 3 feet wide, containing spots of lead, but still in a cross channel of ground. There is a very promising looking lode in the upper adit, east of cross-cut; the lode in the winze below the adit, 35 fms. east of cross-cut, is improving in size and richness as it goes down; it is now 7 ft. wide, producing 1 1/2 ton per fm. The 24 is poor at present, not having reached the run of ore ground; the slopes over this level produce 1 1/2 ton of ore per fm. A western slope below the adit is also producing 1 1/2 ton per fathom.

**CEFN GWYN.**—The lode in the engine-shaft, sinking under the 10 fm. level, is now about 6 ft. wide, 2 ft. of which is a good mixture of silver-lead ore, yielding upwards of a ton per fm. Should this lode continue as at present to the depth of 10 fms., we shall have a large quantity of ore discovered, and be quite prepared for a crusher in the early part of the spring, when I trust good returns will be made.

**CHARLESTOWN UNITED.**—The lode in the end, driving west of new shaft, is about 1 1/2 ft. wide, and at present poor; this lode, you are aware, has been in a disordered state for some time, but from its appearance now we think ere long it will be more regular and settled, when I have no doubt it will be again productive. The lode in the slopes, at this shaft, is about the same size as before reported, but some of them are getting near the surface, or to the bottoms left by the old men, consequently are not so productive now as they were when deeper. At the 10 fm. level, we are taking down the lode, which is about 11 ft. wide, producing a good deal of usual quality. At Buckler's shaft, we are cutting the lode out of the side of the level; at this place we have some tin, but at present cannot say anything about the size of the lode. At Blue Borrow, no lode has been taken down since last report. Bone's lode, driving west of the cross-cut at Fatwork, continues its size and course very regular, producing some stones of tin; the ground in the above cross-cut is a little easier for driving than for some time past, still being mixed with spar, containing munda, &c. We hope to put Hieks's new stamps, with 18 heads attached to the outside, to work to-morrow. We are now busy engaged in getting the ground for the wheel-pit in the western part of the mine; also in taking out the wheel and drawing-machine from where they now stand; these we shall remove and get to work as soon as possible, when we shall immediately commence sinking the new shaft under the adit level, which is a point that must be prosecuted with all possible speed, and when down so as to commence working on the lode, it will be the means of greatly increasing our returns. We calculate it will take about five weeks to get this wheel fixed and ready to work, and am sorry we are not further ahead in this department.

**CHRISTOW.**—We are still progressing satisfactorily with sinking the engine-shaft, and I hope we shall complete it to the 20 in the course of two or three days; the ground is still favourable for sinking, and if it continues to be of the same character, I calculate to sink to the 30 by the middle of November next. All other operations, with the engine, are going on well.

**CHURCHSTOCK.**—Last night (Sept. 9) we reached the pool of water in the Swallow at Calcut Dingle. There is little else to be seen but a cavity and a pool of water, which the men are trying to drain, and have lowered 6 in. since last night, although I am afraid nothing can be done until we have a pump of some kind. The place is very dangerous, and requires skilful and experienced men to work in it. As to ore being there, there is no doubt, but it is a large body of ore, which is the opinion of every miner who has seen it, and I am sure nearly 100 have been here this month. Everything is pretty secure yet, and in good working order. We were fortunate in getting the shaft, or sump, sunk about 10 yards in three shifts without any accident, and if we can get the water out we shall have a good mine.

**CONISTON UNITED.**—Our men have completed the clearing up of the old shaft, in which the old men must have raised a considerable quantity of copper—it being only about 7 fms. deep, and they having stowed away some 20 fathoms of ground. We have broken here some very rich stones of ore between this shaft; and where we have discovered the deposits of ore are two cross-courses; the distance between them is from 100 to 200 fms. We hope to raise large quantities of ore here.

**CREETOWN.**—On No. 1 lode the engine-shaft is sunk 7 ft.; the lode is at present small, but is improving, coming larger, with copper and spots of lead. No. 3 end, on No. 1 lode, is still a large lode, 4 ft. wide, with gossan, black and yellow copper, and stones of lead—a very kindly lode. The winze in No. 2 level is looking kindly; the lode is 18 in. wide, with stones of copper and lead. In No. 3 slopes the men have taken down the lode to-day (Sept. 14), a fine pile of ore; it is now 15 in. wide, yielding 1/2 ton per fm.; No. 3 slopes are yielding 5 cwt. per fathom. In No. 2 cross-cut there is no change to note; the rock is still hard and compact. We are raising stones, and doing other surface work for the engine as fast as possible.

**CROW HILL.**—The masons' work of the smith's shop and counting-house is completed. The long road into the building is also finished. The wheel-pit excavated, and to-morrow (Sept. 16) the mason will begin the stand for the wheel. The 10 fm. level is improved to the extent of about 500 fathoms. A quantity of the pitwork, bobs, shears, &c., are on the mine. The adit level is cleared and secured a considerable distance; it is a cross-cut for some fathoms to the lode, and required a deal of timber and labour to secure it efficiently; the lode in the adit level is large, about 3 ft. wide, and as kindly as can possibly be seen; it is strongly mineralised, and spotted with lead almost throughout, and the general character of the lode, as far as we have seen it, far exceeds our expectations.

**CWMDYLE ROCK AND GREEN LAKE.**—In No. 1 level, in No. 3 slope, the lode is 2 ft. wide, ore throughout. In No. 4 slope the lode is 3 ft. wide, 1 ft. good work, and the remainder ore throughout. In No. 2 level we are still driving to get under the winze at Pascoe's; I think we are just under it, and hope next week to get the pumps, and shall lose no time in connecting these levels at Pascoe's. No. 1 and 2 slopes are much the same as last week. No. 3 slope is at present cross-cut, and is improving; the winze is now being driven. In No. 2 slope, I intend to put a pair of men in No. 5 level, to sink a winze to this slope, as we can command the ground much easier. In No. 3 slope the lode is about 2 feet wide, ore throughout. In No. 6 level the lode is much the same as last reported; we have two pairs here stopping. I intend next week to put a pair further on in this level, where I find a good lode.

**CWMYSTWTH.**—The mine continues to look well. The east end in Gill's lower level is worth 3 tons of lead ore per fm.; the west end is not so good, but a good deal of ore may be expected from this ground. Gill's upper level is as good as ever. A lode, with good stones of ore, has been cut in Rowe's level. There is also a kindly lode in the 10 east, at Penngyllen, with good spots of ore in it. The slopes at Kingside are looking well, but the ends are rather poor.

**DYFNWGM.**—All the drivings in the 42 fathom level are in good ore. The winze sinking in the 32 fm. level east continues in a good course of ore. The masons will complete the wheel-pit in a day or two, including flagging the top, fixing bolts, and paving the bottom; they have already so far completed that the wheel-wrights have commenced fixing the wheel. We have had beautiful weather for outdoor operations; this is a great point with regard to the wheel-pit, as the flagging on the bottom of the wheel-pit, which has been a great deal of work, is now finished at the foundry last Saturday. The engineer promised faithfully to bring the castings, and fix them, so as to set to work the last Saturday of this month.

**EAST BLACK CRAIG.**—The whim is erected; and they commence drawing stuff with it to-morrow. The clearing of the adit is proceeding favourably.

**EAST BORINGTON.**—Since the last quarterly meeting, we have sunk Annie's shaft about 4 fms., have cut a plat 12 ft. by 11 ft. at the 12 fm. level under adit and have driven a cross-cut 2 fms. to the 12 fm. level. We have driven the adit level east 34 fms., and west 17 fms.; this level is now communicated to the adit level at Borington Park, which has been done for some time. We have driven the 12 fm. level west 4 fms., and east 1 fm.; we have also changed the lifts in the shaft, having hauled the bottom lift to surface, and dropped the top one, which is larger for the men to sink with. We have also stowed upwards of 60 fms. of ground in the different levels, and have shod upwards of 100 fms. to cut the different lodes running through the north part of the sett. In driving the adit level east, we have gone through some good ore ground for upwards of 20 fathoms in length, which, when the level is extended further east, will let at a moderate tribute, and the present end is still going through some good ore ground. The lode in the 12 fm. level west is in rather a disordered state at present, which has been the case at this point against the shaft in all our top levels; we shall lose no time in driving this end to intersect the ore which is gone down from the levels above: going east the lode is from 4 ft. to 5 ft. wide, composed of spar, flookan, munda, and lead, and has a very kindly appearance; we shall also force on this level with all possible dispatch, in order to get under the ore that is gone down from the top levels east of the shaft. In driving the adit level east, we have a very large stream of water boiling up from the bottom of the level, and I am afraid, as we extend the 12 fm. level, we shall be obliged to have a larger lift than the one now in use, and use the one we have here as a sinking lift; and I should advise purchasing 13 fms. of 13 or 14-in. lifts, second-hand if it can be got, which will answer the same purpose as a new one, and be considerably cheaper. We have sold three parcels of ore—No. 1, 5 tons 12 cwt. 3 qrs., purchased by the Tamar Smelting Co., at 23s. 8s.; No. 2, 6 tons 2 cwt. 3 qrs. purchased by Messrs. Pontiff, Wood, and Company, at 14s. per ton. We have not yet weighed our munda, therefore I cannot give you the exact quantity. I hope to get round, in the next two months, about 10 tons of good quality ore, and about 10 tons of munda ore. In conclusion, I beg to say we were never looking more promising than we are at the present time, and I am more than ever convinced that we shall eventually lay open a profitable concern.

—Sept. 13.—I am in hopes to get round in the next two months 100 tons of munda, 20 tons of crop ore, and 20 tons of munda ore. I should be glad if you could get a sale for our fine munda—if it were only at a small profit, as we have large accumulations at surface. I hope to be driving another level under the 15 in two months from this time. We are busily engaged in drawing away the munda, and as soon as it is all weighed I will let you know the exact quantity. The adit level east, at East Borington, is still holding out good, better to-day than I have yet seen it. The lode in Murchison's shaft is still holding good. Our mines were never looking better.

**EAST WHEAL GEORGE.**—The ground in the 23 fm. level cross-cut has very much improved since my last, it being now a clean killas. I expect we shall be able to make greater progress in driving for the future. I can only say, with regard to the other work, that we are getting it put together as fast as possible.

**EAST WHITE GRIT.**—The shaft is going down very favourably. I have taken the men away from raising the ore, until the whim is ready. I have got all the timber for the whim on the mine.

**ESGAIR LLEE.**—In my last I informed you we had an increase of water in the cross-cut north in the 10 fm. level, since which we have intersected some branches containing quartz, blende, and spotted with lead, but as yet we are not through it; we expect this to be a portion of the caunter lode. We cannot speak of any alteration in the middle lode in the 10, east of the cross-course, since my last. We have extended the cross-cut north in the 20 fm. level 7 feet, but are as yet not through the south lode, it being composed of slate, quartz, blende, and a little ore, but not sufficient to set a value on; we shall soon be ready to drive east and west on the same. The lode in the deep adit, east of Tomkin's rise for the last 3 fathoms is poor. We have nearly finished taking down the north part of the lode going west.

**GARREG.**—We have intersected an east and west lode in the 20 fm. level south about 1 1/2 ft. wide, disordered, but producing good stones of lead; we shall commence driving on its course in a few days. In the 20 fm. level north the lode is 4 ft. wide, producing good stones of lead; the tributaries in the back of this level are getting some good lead.

**GAWTON UNITED.**—In the rise in the back of the deep adit level, west of cross-course, the lode is 4 feet wide, composed of peach, munda, and black ore, highly impregnated with the green oxide of copper. During the past week we have hauled an excellent pile of work from this place, and the lode continues to produce good saving work. We shall commence fixing the air-machine and pipes to-morrow, after which we shall immediately commence raising munda, and are making floors to receive the same, and for the dressing of copper ore. There has been nothing done in the adit level east this week, the men having been employed taking out ground for machine and cutting down the back of the cross-cut south for air-pipes. The lode in the shallow adit end west is from 4 to 5 ft. wide, composed of peach, munda, spar, and black and yellow ore, worth 100 per fm. We have commenced clearing the level towards the shaft, and we hope will be rich level, as we have been under the extensive workings by the ancient miners on the backs of the lodes; and from the appearance of the stuff thrown up by them (gossan, spar, and munda) we hope to show something favourable in this part of the mine.

**GOGINAN.**—The lode at Taylor's shaft, below the 130 fm. level, is still large, producing 1 ton of silver-lead ore per fm. The lode in the adit, or 60 fm. level, is rather improving again, being more intermixed with spar and jack, with a little ore. In the winze sinking below the 45, at the boundary shaft, the lode is very promising, and yields full 1 1/2 ton of ore per fm. In both Bryn Pica and the western shafts, sinking on the lode, there are good stones of ore, with very promising appearances.

**GREAT CRINNIS.**—I have sent you this morning (Sept. 14) a small box of copper ore, taken out of the end driving east of Daniel's shaft, which will fetch at this time 10s. or 12s. per ton, a great portion of it being rich black ore, intermixed with yellow ore; the lode is 3 feet wide, 2 1/2 feet of which is spar, impregnated with copper, and 6 in. as sent in the box; it is of a very promising character, and I believe will yield many tons of good ore in the adit level, as we have about 60 fathoms on the run of the lode.

**GREAT ONSLOW CONSOLS.**—The lode in the slopes in the bottom of the 22 fm. level, east of the engine-shaft, is much the same for ore. The 35, east of the engine-shaft, is ore throughout. The 45, east of the engine-shaft, is driving by the side of the lode; ground moderate for excavating, and very promising for copper. In the 45, west of Bennett's shaft, the lode is 10 ft. wide, yielding ore. At Bennett's shaft, the lode is 3 ft. wide, 2 ft. into the lode, which is 15 ft. wide, and which is a mass of munda, quartz, fluor-spar, and yellow copper ore. At the engine-shaft we are sinking by the side of the lode; the stratum is a beautiful granite, and is very congenial for copper; this shaft is now 7 ft. below the 45 fathom level, in good ground, and we shall resume sinking it almost immediately. We shall now derive great benefit from a communication being effected between the engine and Bennett's shafts in the 45 fm. level, and shall shortly be raising more copper and munda from the back of this level. Our prospects are of the most cheering character.

**GREAT WHEAL TONKIN.**—We are cutting down the shaft at the north whim as fast as possible; we have discovered branches of spar in the killas, producing black oxide and yellow copper ore; the water has gone back considerably last week. At the south mine the great flookan lode is looking exceedingly well; we hope to have samples assayed from this lode next week.

**GUSKUS.**—The engine-shaft is now nearly 6 fms. under the 20, lode about 3 ft. wide, with a good branch of tin on the north part of it. The 20, east of engine-shaft, is extended 9 1/2 fms., where the lode is more settled, and yields tin and copper. The 20 west is in about 8 fms., lode nearly 4 ft. wide, with good tin in the north part of it about 1 ft. wide. The 20 west, on Martin's lode, is about 7 fms. from the engine-shaft, lode 1 ft. wide, but has not yet reached the ore ground gone down in the bottom of the lode, 2 1/2 fms. from the engine-shaft. We have a pitch working east of engine-shaft, over the 20 fm. level, at 3s. in 11, producing good tin-stuff, and giving good wages to the tributaries. The pitch in the back of the 20, west of engine-shaft, is working at 2s. 6d. in 11, for copper ore, giving good wages to the tributaries. The winze under the 12 is sunk 6 fathoms, and sinking now at 35s. per fm. The 10 is extended 35 fms. east, and driving by four men at 42s. per fathom, lode 2 1/2 ft. wide, producing well for tin and copper, and making tribute ground that will work at 3s. in 11. We are cutting a plat in the 10, at Stainley's shaft, having holed the cross-cut and raised down shaft, and made it complete for drawing off the stuff to that level. The 10 west, on Martin's lode, is driving at 35s. per fm., lode a little split in the present end, and unproductive. Our tributaries are getting fair wages, and we expect to sample from 230 to 250 barrows of tinstuff on the 15th inst.

**HALAMANNING AND CROFT GOTHAL.**—Bank shaft is cleared to the 52 fathom level, which is completed to the Park engine-shaft; the winze also, sinking below the 46 to the 52, is holed. An important occurrence took place in these mines last Sunday evening; the 40 fm. level was driven west of Orchard shaft, as you are aware, a considerable distance, and the old men drove a level from John's shaft east, about 3 feet above ours; the water opened a passage and filled the Park engine-shaft about 4 fms. with water, which was forked out by 12 o'clock on Tuesday. We are extremely thankful that this did not happen on a week day, or the consequences might have been fatal to many; it caused a little delay, but the men are now working with spirit. We have six men stopping the bottom of the old munda shaft, and have a level that was driven towards Orchard shaft, but it has proved to be the 40. On the tin, capel, and copper lodes in the north Halamanning, we shall have a 40 fm. bank under adit, where we shall set very many tribute pitches to work, and employ a great number of men. We have no need now to erect an engine or make flat-rods, as we shall drive levels to unwater this mine from the park, which will save the adventurers 1000l. We have got to the bottom of Croft Gothermal flat-rod shaft; the old men have driven west about 7 fms., but we cannot speak of the value of the ore in this level, as the level is nearly full. The eastern end is driven 21 fms., but we cannot speak of its value on the above account. The steam-whim will be in readiness to draw the stuff from Orchard shaft next Wednesday: 150 tons of ore are dressed ready for sampling, which quantity is being daily increased.

**HINGTON DOWN.**—The lode in Hitchens's shaft is large, producing occasional stones of ore. All other operations continue as last reported.

**HOLMBUSH.**—Hitchens's engine-shaft is sunk 4 fms. below the 145 towards making another level (say 160 fathoms), before we cross-cut to intersect the lode, as the distance will be great; the ground in the shaft is favourable killas. The 145 cross-cut is extended 11 fathoms south of Hitchens's shaft, and agreeable to the direction and underlie of the lode, 56 fathoms more remain to be explored to cut the flap-jack lode. The ground is beautiful light blue killas (or clay-slate), quite clear of the ironstone floor, and in which such a champion lode as this is likely to be found a productive one. A communication being effected between Hitchens's and the diagonal shaft in the 145, we have since commenced preparing to sink the latter shaft, to keep pace with Hitchens's shaft, by taking down the corners of the levels for two waggon, removing pitwork, rods, &c., and we shall resume the sinking as quickly as possible. The lode in the 145, west of the diagonal shaft, is worth 12s. per fm., and is within 5 fathoms of the great cross-course; we are pushing on this level with all possible dispatch to intersect and unwater the course of ore in the bottom of the 132 to the west. The lode in the 145 east is worth 20s. per fathom; this level is completely under the ironstone, and in a light blue killas stratum. The lode in the 132 east is 12 inches wide, composed of spar, munda, and copper ore, producing 1/2 ton of the latter per fathom, and opening tribute ground in back and bottom of the level; the 124 south is 7 ft. wide, producing stones of lead,—we are having men on this level to haul water the 130. We are still driving south from the top of the rise, about the 129, east of great cross-course; the ground is soft and water issuing from the end, which we consider a good indication. The lode in the 110 east is 8 feet wide, producing 12 tons of ore per fm., but is very spare for exploring by levels, though much speedier for stopping from the back afterwards. The lode in the 100, east of the great cross-course, is 4 1/2 feet wide, producing 2 1/2 tons of ore per fm.; we have about 8 fms. more to drive between the two 100 fm. levels, and six men in each level. Our steam-pumping power is in excellent order, with all the pitwork in both shafts, and is quite capable of forming double our present work. The 124 cross-cut, north from Wall's engine-shaft, is worth 12s. per fm., and has been driven 30 fms. to drive to intersect the main, or Holmbush lode. The south cross-cut, in the same level, is extended 6 1/2 fms. towards the flap-jack lode; we have about 20 fms. more to drive to see it. The stratification in each cross-cut is favourable killas, and entirely free from ironstone. The tribute department is looking tolerably well on the whole, and we hope to sample next time about 400 tons, and from our present prospects we hope to continue the same; but a due allowance for failure in any pitch, or pitches, or drawback, lets, &c., should be made. We will only add this, that we will do our best for the interest of the company, and bring to market, and convert into money, all the mineral we can fairly.

**KESWICK.**—At Brandley, the 20 fm. level is worth 30 cwt. of ore per fm.; Kelly's rise, 12 cwt.; the slope in the 30 fm. level north, 15 cwt.; the 30 south, 12 cwt.; the Salt pump shaft, 20 cwt.; Graham's slope, 15 cwt.; Coulson's slope, 15 cwt.; Gough's slope, 10 cwt.; and the tribute pitch in the Harrow Mine, 20 cwt. per fm



the lode in which is large, composed principally of floukan, with occasional good stones of lead ore; in this level, the lode is 2 ft. wide, and the air thereby much improved, which will now enable us to stop in Wren's north's lode, where there is a good lode. The lode in the 36 fm. level north is not quite so large as it was, but composed of similar characteristics—viz., floukan, quartz, and some saving work for lead ore. The pitches in the back of the 24 fm. level, both north and south, are turning out fair average quality lead ore. We are occasionally clearing in the 24 and 12 fm. levels. Our dressing is proceeding very satisfactorily, and the ore turning out according to my expectation. I hope to have by Christmas next 20 tons for sale.

**MERILLYN.**—The lode in the 46 fathom level, west of engine-shaft, is producing a small quantity of lead; the same level east is small and poor. The lode in Garden's shaft, sinking below the 36 fm. level, is at present producing ½ ton of lead per fathom; the lode here has become much smaller, about 6 in. wide. The 36 fathom level west is still driving on the cross-course. In a winze sinking below the 26 fm. level, east of engine-shaft, the lode is worth 20¢ per fathom. The lode in the 26 fm. level, west of cross-course, is producing stones of lead; same level, west of old shaft, the lode is small and poor. The stipes in the back of the 26 fm. level, west of engine-shaft, are worth 40¢ per fm.; the stipes east of engine-shaft are worth 25¢ per fathom; west of Garden's shaft the stipes are worth 10¢ per fathom; west of engine-shaft, in the back of the 16 fm. level, the stipes are worth 20¢ per fathom.

**MOLLAND.**—The 52 west is 2 ft. wide, occasionally producing stones of ore; the same level east is 3½ ft. wide, producing good stones of ore. The 42 west has been in a disordered state, but I am inclined to think it is getting into a more regular and settled state than it has been; the same level east is 4 ft. wide—a promising lode, worth from 7½ to 8½ per fm. The pitch in the back of this level is looking much the same as last reported. The 30 west is still a large strong lode, producing more capel than I have seen it for some time past; the same level east is 3 ft. wide, yielding good stones of ore. The lode in the winze sinking under this level is very large and hard, producing stones of good quality ore, set to four men, at 9¢ per fm.

**NANCEKUE.**—The returns for the past two months amount to about 50 tons of silver-lead ore. The levels on the lead lode continue to open tribute ground. In the adit west, on Wheel Clarence main lode, the lode is 18 inches wide, producing good stones of tin. Some good stones of copper ore are produced from the adit level, east and west on United Hills lode.

**NEW EAST CROWDALE.**—The engine-shaft is 5 fms. 3 ft. below the 32 fm. level; there is a branch about 10 in. wide falling in from the south, which will come in contact with the lode in a few fathoms deeper; it is composed of a soft spar and muddle, very much stained with the oxide of copper. I have no doubt of cutting the lode in the 42 by the next quarterly meeting in November, when I intend to give the regular notice to meet in London. As the principal shareholders are residents there, they can also appoint an officer as secretary, to whom the accounts and other business of the mine can be forwarded. The lode in the 32, going east, is looking promising; and I believe ere long we shall have something good to pay us for the outlay already made. The steam-engine is in perfect order, and does its work well, with a small consumption of coal.

**NORBURY.**—We have got the level cleared for the distance of 70 yards. The men are now engaged in going through some falls, which require a good deal of timber. We have found some splendid lumps of grey sulphur of copper in the old workings. In the course of another month we shall have the works clear and ready for operations at a greater depth.

**NORTH BASSET.**—In the new shaft, sinking below the 92 fm. level, at 201, the lode is 3 ft. wide, producing 2 tons of yellow ore per fm. In the last two months the 92 has been driven west 26 fms., the lode producing on an average 5 tons of ore per fm.; the distance from the shaft to the present end of the 92 is 27 fms., and the lode is now 7 ft. wide, worth 150¢ per fm. At a point 11 fathoms west of the shaft a winze is sunk from the 82 to the 92 fm. level, the lode producing 6 tons per fm.; 10 fms. further west a second winze has been sunk 7 fms. below the 82, through a good lode. The plan having been cut in the 92, we have commenced driving a level east from the new shaft, lode producing about 3 tons per fm. In the 82 west the lode is 2 ft. wide, at present unproductive; the 82 cross-cut south is driven 16 fms., in the last 3 fms. of which four branches have been cut, all producing ore; the last cut (in the present work) is 6 in. wide, and we are in daily expectation of intersecting a valuable lode. In the winze sinking under the 82 fm. level the lode produces, from its appearance, to lead shortly to a course of ore. In the 82 fathom level, east of Miner's shaft, the lode is 4 ft. wide, producing 1 ton of ore per fm.; in the 82, east of Lyle's shaft, the lode is 2 ft. wide, producing stones of grey ore. In the 72, west of Lyle's shaft, the lode is 2 ft. wide. In the 63 west the lode is 3 ft. wide, with gossan and stones of grey ore. In the 52 fm. level west the lode is 3 ft. wide, unproductive. The 72 cross-cut, north from Miner's shaft is driven 65 fms., but has not yet intersected any lodes. The estimated value of the ore ground laid open in the 90, in the past two months, is about 18,000.

**NORTH DOWNS.**—In the 90, east of west shaft, the lode is 20 inches wide, worth 14¢ per fm. In the 80, east of ditto, the lode is 2 ft. wide, composed of spar, prlan, and muddle, with spots of ore, but not of value at present. In the winze below the 60 fathom level, east of John Michael's, the lode is 1 ft. wide, with a slight mixture of ore. John Michael's shaft, below the 60, is sinking in the country.

**OLD WHEEL BASSET.**—The lode in the 20 fm. level, west from the last new shaft, is 12 in. wide, producing some good stones of ore. The lode in the adit, west of Martin's shaft, is 12 in. wide, also producing good stones of ore. In the winze sinking on the Red lode, the lode is 18 in. wide, composed of gossan, capel, and muddle.

**ORSEDD.**—The lode in the 30 fm. level, driving south, is worth 15¢ per fathom. The lode in the 30 fathom level, driving south, is about 1 ft. wide, producing a little lead; I expect an improvement in this level as we get from the east and west lode, which has been the case in the other levels. In sinking a winze below the 10 fm. level we have a strong and promising lode from 3 to 4 ft. wide, producing lead, which, from its easy underlay, does not appear to be the same lode as the one in which the shaft has been sunk; this will be quickly proved, and the mine ventilated to the 20 fm. level—the winze is already upwards of 5 fms. deep. The surface shaft has been communicated with the 10 fm. level.

**PEMBROKE AND EAST CRINNIS.**—Since last week's report, we have been altering our lifts in Truscott's shaft. Having nearly all the workmen to capstan, we have no change in any of the levels worth noticing. We shall to-morrow (5th inst.) complete the fixing of the new plunger, and get the rods down and in a fair course of working. This I hope will be the last step of any consequence before we get East Crinnis part of the mine in fork. We have been sinking the Garden shaft, and the lift about Friday, which will drain the mine between the 80 and 90 fm. levels.

**PERRAN CONSOLS.**—The ground is very much improved at the engine-shaft, and the stratum is changed from clay to a beautiful blue killas. We shall now be in a position to sink the shaft much faster. The stratum is much the same in appearance as in the adjoining mines, which have proved to be so very productive in copper ore of the richest quality. At the boundary shaft the lode is yielding good work for tin, and of the most promising character for large returns of mineral.

**PETER TAY AND MARY TAY.**—The ground in the engine-shaft sinking below the 43 fm. level is rather improved since my last; the lode is carrying regularly defined walls, which yield a quantity of muddle, with peach and a good-looking spar. I would recommend sinking the shaft a little further, as, in all probability, we shall have better ground for driving, which is desirable. The lode in the 43 fm. level, west of shaft, has been shifted to the north by breast-heads or small cross-courses; the lode is 2 ft. wide, composed of peach, spar, and spotted with strong yellow ore, which, in my opinion, is not here alone. I hope soon to receive instructions from you to commence driving an adit level on the wheel-pit lode, which is certainly well worthy of trial.

**PORKELLIS UNITED.**—Tymorgie lode, in the 24 fm. level west, is 2 ft. wide, of excellent quality; this end is now getting under the productive ground we had at the 12 fm. level, and we expect it to be very profitable for a long distance west. The tributaries in the back have a good lode, and will make good workings. On the north lode the tributaries are sending up good work; the lode is of an average quality. Grown lode west is upwards of 4 ft. wide, worth from 4s. to 5s. per bushel; east the lode is of the same size and quality; the stipes are turning out well. From No. 1 lode, the tributaries are throwing up large quantities of very good work—it is equal to last report. Our engine-shaft is sunk 9 fms.; we have now sunk to the water, and we shall next week commence a cross-cut at the 24 fm. level, to let it down, and shortly resume sinking. Our engine-house is proceeding rapidly. The stamps are now working 48 heads regularly, and we hope to continue so to the end of the month. We hope to sell 20 tons of tin this month, and we have at this time every prospect of doing so.

**REHOSWYDOL AND BACHEIDDON.**—The 20 fm. level south is in a good course of ore in driving east; the 20 fm. level north is also in a course of ore in the east end. All the stipes are productive. We are arranging to ship a cargo of ore.

**ROUGHTENGILL.**—The new machinery for the mill will be complete in about a fortnight. We are again on the lode in the 90 fm. level, and the water comes out at our feet, with good spar and spots of ore, but we are not half through the lode. Our pitches are generally good, and in one we have cut a fine bunch of rich copper, which looks like lasting. We have also one east on entering the 60 fm. level, which we never saw before; this looks well for speedy work in the Union low level. We sampled 27 tons of silver-lead ore this week.

**SOUTH CARN BREA.**—The engine-shaft is being sunk by nine men, at 13¢ per fathom; and the adit level driving by six men, at 34. 10s. per fm.; the lode is composed of gossan and white prlan, with tin throughout. In the deep adit level we are engaged securing the ground, and putting in air pillars, and in about a week shall commence to drive. The engine will go to work in about a fortnight.

**TEHIDY.**—We have cut a very good course of ore in the 23 fm. level, worth about 14¢ per fm.

**TOKENBURY CONSOLS.**—Our men have, with all possible speed, been engaged in clearing and securing the 65 fm. level south, in order to get in to drive on D lode. Until yesterday (Sept. 14), we were obliged to stop our engine, to clear our flues and clean out the settlement of our condensing water which was in the boiler. Our engine was stopping 24 hours, consequently the water rose 3 ft. in the 60 fm. level. In the meanwhile the summen were engaged in drawing up E lead materials. No important improvement since my last; the ground on the E lode is still favourable.

**TREBELL CONSOLS.**—There is no alteration in the tin department since my last. We are stamping and preparing tin for market, but are not able to work the stamps constantly—not having sufficient water for stamping and dressing. This, however, will soon alter, as rain may shortly be expected; greater depth in the mine will increase the water, and there is every reason to expect, improve the lode. The St. Gongo adit is going on as fast as possible by six men.

**TRELEIGH CONSOLS.**—In the 125, at Garden's, we have a very large lode, about 5 ft. wide, composed of spar, capel, and muddle, containing spots of ore. In the 113, east of Garden's, the lode is 2½ ft. wide, but very little ore at this time; in the 110, west of ditto, the lode is 2 ft. wide, strongly impregnated with muddle, with spots of ore. The 100, west of Garden's, is still driving to cut the south part of the lode; in the 100, east of Christoe, the lode is 18 in. wide, producing very good stones of ore, and looking more promising. Our tribute department is much as usual, and yielding a fair quantity of ore. We expect to sample 80 tons of ore next week, 15 tons of which are of good quality.

**TRELOWETH.**—At Cole's engine-shaft, below the 55 fm. level, the ground is not so hard as it has been. In the 53 fm. level, west of engine-shaft, the lode is yielding very good copper ore. In the 45 fm. level, west of engine-shaft, the lode is 5 ft. wide, composed of gossan, prlan, and muddle, with tin throughout. In the 45 fm. level, west of engine-shaft, the lode is 5 ft. wide, composed of gossan, prlan, and muddle, with tin throughout. In the 45 fm. level, west of engine-shaft, the lode is 5 ft. wide, composed of gossan, prlan, and muddle, with tin throughout.

**TREMAR (COPPER).**—Since our last meeting we have driven the cross-cut north about 2½ fms., the ground still continuing hard. Our shaftmen have been engaged in cutting plat, putting in penthouse, &c., and have now commenced sinking the shaft below the 34 fm. level.

**TYWARDREATH.**—The rise in the back of Pearce's lode is up about 4 fms.—the lode about 2 ft. wide, saving work; there is no alteration in either of the ends. The larger lift in the engine-shaft will be at work in about a month.

**TREWOLIS AND TRENTITHIC.**—The engine went to work here on the 9th inst., since which time the water has been forced; they are now clearing the bottom of the engine-shaft. A party of the adventurers from London were on the mine, and were much pleased with the dispatch that had been used in erecting the works, which had only occupied nine weeks in completing. The prospects of this undertaking are certainly most promising.

**WEST BASSET.**—The 94 east, on the engine lode, is very promising, producing good stones of grey ore. The 75 cross-cut will be holed in about a fortnight, when we shall be able to drive in search of North Basset lodes, which we expect are standing north of our present workings. The 65, 42, and 30 fm. levels are still looking well. The next sampling will be about 120 tons of copper ore.

**WEST GOGINAN.**—The lode in the engine-shaft, sinking under the 30 fm. level, is 6 ft. wide, with a strong mixture of muddle, jack, and lead ore, and appears to be improving in depth. The ground in the 30 fm. cross-cut is still favourable for driving. In the south winze shaft the men have completed the cutting of the plat in the 15 fm. level from surface, and have again resumed the sinking of the shaft below, where the lode is 5 ft. wide, and spotted with lead ore.

**WESTON.**—We are making better progress in Cross's level than formerly. The breast, at present, is very wet, and at times the water is so strong that it prevents the men from working. No 3 pump, in Cwm Dingle, will be deep enough in another fortnight so as to commence driving out, in order to get under the old workings. The lode is poor at present, owing to a hard bar coming in, which we shall be through in a few days.

**WEST POLGOOTH AND HEWAS UNITED.**—The engine-shaft is now in good order for sinking; it will require about three months to sink, cut shaft, and intersect the lode in the 24 fm. level; from the appearance of the lode in the 14, I believe we shall find a good lode in the 24 fm. level. We are driving in the 14 to cut the north lode, which has not been seen in this part of the mine; the stratum appears congenial for tin. I calculate it will take two or three weeks to complete clearing and securing the old levels and shafts. In the old working, westward, we have taken up the old men's pitwork, which, from the rude construction, shows it must have been worked a great number of years since, and large quantities of tin been got. I anticipate finding good lodes still going below this old working. One of the tribute pitches in the back of the 14 is producing good tin stuff. I am satisfied that, with perseverance, this will make a great and good mine.

**WEST WHEEL ALFRED.**—We have got the steam-whim to work, which does very well, and it will require about 16 days to get the crusher at work, when we shall begin dressing the copper ore at present broken, which is estimated at 26 tons. The 80-in. engine will be ready to work in nine weeks from this. Regarding Carr's engine-shaft, it may be proper to state that the delay is not owing to want of engine power; but the shaft being filled with attic, and the lifts being in bearers, makes the progress very slow. The present water-course of the engine is ½ strokes per minute, and provided the shaft was clear, should have no difficulty to work the engine to fork at the rate of 10 strokes per minute; consequently, you will perceive that the delay is not for want of steam-power, but the difficulty in clearing up the shaft with hanging lifts.

**WEST WHEEL FANNY.**—The lode in the Trial shaft is composed of gossan, quartz, prlan, muddle, &c., and is giving unmistakable indications of a course of lead at no great depth. We have commenced an adit to unwater the shaft, and have already completed near 20 fms., there being about 15 fathoms more to reach the shaft. The country is a beautiful soft elvan, and the progress thereby expedited—indeed, there is every advantage for prosecuting this tempting adventure; a plentiful supply of water for any machinery which may be required, and it can be fully depended on, at no cost, compared with some other concerns which are not possessed of the same advantages.

**WEST WHEEL FANNY (ZENOR).**—Our count-house and other buildings are completed, and the engine-shaft sunk, divided, and eased down to the adit, 7 fms. from surface. We are now engaged making the whim round, and preparing the whim; we are also making preparations to sink our engine-shaft below the adit, which we hope to do without the aid of the lifts; during the sinking of the shaft to the present depth some good stones of tin have been raised, worth about 7½ per barrow, and no doubt, from the appearance of the lodes, abundance of riches will be found at deeper levels.

**WEST WHEEL TOWAN.**—The winze from the 10 to the 20, on the lead lode, is holed, which has caused good ventilation, and the levels will now be continued south on the said lode, and a pitch in the back of the 20 will be set in a day or two. The 25 west, on Wheel Tye tin lode, has improved since last report, and still looks very promising. The railway in Vivian's shaft is in progress, and, when completed, will enable more tribute ground to be set.

**WHEEL ADAMS.**—We are going on satisfactorily in clearing the south mine, both in the 85 and 72; in the latter level we have got into the winze, and we are now clearing and drawing to surface a pile of lead ore. The ground in the adit shaft is harder, but I think we shall be down deep enough to drive a cross-cut this week.

**WHEEL ARTHUR.**—North Lode: The lode in the 50 west is 2½ ft. wide, composed of spar, peach, and spots of copper ore. In the 35 west the lode is 2½ ft. wide, poor at present; east it is small and disordered by a cross-course. The lode in Burgess rise, in back of the 35 east is 3 ft. wide, producing 3 tons of copper ore per fm., worth 7½ 10s. per ton. In Hancock's winze, under the bottom of the 35 west, the lode is 3½ ft. wide, producing 2½ tons of copper ore per fm., worth 8½ per ton. Prlan's rise is suspended for a few weeks, until the 20 fm. level is extended about 6 fms. further west. The new winze (Cook's), sinking below the 35 west, is 5 ft. wide, producing good stones of copper ore. In the 20 west the lode is 5 ft. wide, producing 1½ ton of copper ore per fm., worth 8½ per ton.—Great South Lode: The ground in the 50 cross-cut south is without alteration since last report.—Old Lode: The lode in the 50 west is 6 ft. wide, composed of spar, capel, and spots of ore, and is gradually improving.

**WHEEL BAZELY.**—In accordance with your request, I have inspected this mine. With the limits, &c., of the set you are already sufficiently acquainted, and deeming any remarks thereon as superfluous, I proceed at once to notice the copper lode, on which you have bestowed for some distance. This lode varies in size from 5 to 8 ft. wide, composed of fine gossan, capels, and spar, with muddle and prlan interspersed; in a congenial channel of killas ground, and presenting in its general features more than ordinary inducement for an extensive trial. From the fact of two pits having been almost at a point of intersection of this lode, where your last trial pit has been sunk, and which you wisely intend to sink, I believe that, when your proposed adit shall be brought in at from 30 to 40 fms. deep, and which is easily commanded, you may calculate on seeing such a change in this lode as will place Wheel Bazely as one of the productive mines in this district. The advantage for machinery in water-power are such as but seldom found, and the land carriage will be but trifling in amount. I recommend you to persevere with your adit and sinking of the shaft, as intended, fully believing, from the general appearances of this lode, that you are warranted in so doing.—JOHN BRAY: *Wheel Russell, Gunnis Lake, Sept. 13.*

**WHEEL CATHERINE.**—The lode in the adit level is much the same in character as when last reported, about 1 ft. wide, containing gossan, muddle, and spar. The shaftmen have nearly completed their bargain, and will then commence sinking the shaft with all possible speed. We have also put two men to drive west in the 12 fm. level, to search for the lode to the north of the slide.

**WHEEL CREBOR.**—We are through the cross-cut in the 34; the lode, as far as seen, has a very promising appearance, but the water is so powerful that we cannot cut it through before we have fixed our plunger—the shaftmen are now about it; I hope, all being well, to have it completed next week, when we shall be in a position to cut all the lodes. We are going through the cross-course in the 24—the lode, I think, is here in this end; there is, evidently, a great improvement in the appearances of the ground in these levels, and no doubt there will be a great change for the better when we see the lodes both sides of the cross-course, as we see good branches of ore in passing through the same. The south lode in the end driving east of the cross-course in the 12 is a strong ore lode, producing good saving work. The 12 and west is just as last reported; we intend, when the contract let to the men is completed, to either drive on the north lode the same that the course of ore in the 12, or the cross-course, or cross-cut at it two or three points, as I believe it to be, and to cut all the lodes. The new winze (Carlton's) is still in a disordered state, but I think it is becoming more settled. No lode yet cut in our cross-cuts at adit. I have been through the tunnel with some gentlemen yesterday (Sept. 14), we broke some fine stones of ore on the great Bucktor lode; it is about 5 in. wide, copper ore, and will be the first we shall intersect in our south cross-cut—I expect great discoveries will be the result of this cross-cut. We are getting back with the deep adit towards Gill's as fast as circumstances will allow. I think we shall have a better level to clear and secure than we have had. Our tributaries are breaking some good piles of work, and we are getting on with our dressing for another sampling.

**WHEEL EXMOUTH.**—I herewith send you a sample of 83 tons of ore sampled yesterday (15th inst.); I have a few tons more clean, but could not get them ready for sampling this time. I have also about 20 tons of second-class ores clean, which will be sampled with the next lot. Everything is going on as usual.

**WHEEL GRENVILLE.**—Taylor's shaft is sunk 16 fms. below the adit; the lode in the shaft is 3½ ft. big, composed of gossan, prlan, and soft spar, and producing a little tin throughout; all of it will be saved, and will pay for working. The lode in the 55 east is 2½ ft. wide, prlan and spar, with less iron than there was. The lode in the 25 west is yielding occasional stones of copper ore.

**WHEEL HAMLYN.**—The end going south appears to be getting softer; should it continue to do so we shall not be long driving to the two south lodes, which I am very anxious to cut, believing them to be of great importance, as we have commenced sinking from the quarry level to the deep adit—we hope to hole in a week or a fortnight. I have of late discovered the great counter lode in the deep adit level, where it is about 20 fms.; I should like very much to drive on the course of this, if it were only a few fms., but this we can bear in mind until we have cut the south lode.

**WHEEL HARRIETT.**—In the 50 cross-cut, driving south to cut the south lode, ground easier for driving. In the bottoms sinking below the 40, on the south lode, 15 ft. east of the sump winze, lode 4 ft. wide, producing 3 tons per fm. to 8 feet long. In the 30 cross-cut, driving towards the new north lode, ground not so hard as reported last week.

**WHEEL LANGFORD.**—We have cleared and secured Malichi's shaft from the 10 to the 30 fathom level, and the summen are now engaged extending the cross-cut further north. Dore's shaft from this level, the cross-cut is now about 6 ft. north of the level driven on the silver-lead lode; in driving which we have intersected a branch, about 15 in. wide, spotted with copper ore; but there are other branches now in the end, and water issuing from it, which indicates there is a lode still further north. I have examined the workings in the back, and find that the ground is worked away in places, about 3 fms. high, on the silver-lead lode, and some good branches of lead now to be seen in the back; and, after a day or two more securing the ground, we shall commence stamping away the same. The stipes in the back of the 10 fm. level are yielding good stamps work for copper; the lode is about 5 ft. wide. From the stipes in the eastern point of the horse, on the silver lode, we

have broken during the past week four bags of moderate quality, also about 6 cwt. of rich copper ore. We have commenced a shaft at Wheel Haring, and expect to cut the rich copper lode in the course of a few days. Our stamps were set to work on Monday last, the 13th inst., and are working excellently—in fact, I never saw stamps work better. We intend sampling a parcel of silver ore on Friday next, the 17th inst., computed 1½ ton of moderate quality, also a parcel of silver-lead, computed 1½ ton.

**WHEEL MAY.**—We have driven the 30 east of engine-shaft 8 fms. 2 ft. 6 in.; the lode is 2 ft. wide, composed of spar, white iron, and spots of ore. I never saw the lode look so strong and regular as it does at this time.

**WHEEL ROBERT.**—We have this week opened on the lode about 3 ft. further in the eastern adit; the lode carries the cross-course with it, which appears to leave the lode, as far as we can judge, north. In addition to my last statement I have seen peach and larger stones of ore, with a little spar; the lode is large, and appears to be a very powerful one, and I intend to still keep on six miners in this level, to carry out this part of our mine with vigour.

**WHEEL SARAH.**—The north and south lodes continue large, 6 feet wide each, very regular in their run a few degrees north of west. I think, from the appearance of the change of ground, we are nearing the cross-course east on the north lode, and the counter lodes will shortly come in contact with the south lode; west, both lodes produce yellow and grey copper ore in spar.

**WHEEL SETON.**—A promising discovery has been made in driving south on the cross-course from the 110, east of Bull's shaft. Two good branches of ore were cut, which appear to be formed a junction eastward, in which direction the men are now driving on a good lode, 3 to 4 feet big, making regular. The 130, 110, and 100, from Tilley's shaft, are not so good as they were, but the 90 has improved, having a good branch of ore 15 in. wide in the bottom of the end.

**WHEEL SIDNEY.**—We shall clear up the first parcel of tin, about 10 tons, this week, and immediately get on with the second lot. We have cut the lode in the 33 cross-cut; it is about 18 in. wide, of a first-rate character, carrying tin and gossan; the prevalence of gossan at this depth is very satisfactory. The western stipes is even better than when last reported, much like the lode when so rich. The stipes east of Derrick's shaft are turning out good work. Further east, we have cleared up the old adit, and find an excellent lode under for a great length; some of the stones found in clearing a sink under this adit are equal to the western stipes.

**WHEEL VICTORIA.**—The shaftmen have been employed in cutting ground for bearers and cistern, and have not completed it as yet, but I expect they will do so in two days more.

**WHEEL WASTOR.**—We have secured the shaft, and put in 11 fms. of ladders and 6 fms. of casings at the bottom of it. The tribute pitches are looking well, but the air is bad. I expect we shall be obliged to put in air pipes.

**WHEEL ZION.**—We have just got through the floor of spar in Vivian's shaft; during the past week about 3 ft. have been sunk here. We hope to do more in the coming week, as we get again into the killing. In Leno's shaft, we have completed from surface about 31 fms. Have ceased sinking, and just commenced cutting into the lode. We have not yet penetrated it, owing to a "cab" of more than 2 feet in thickness lying between the shaft and champion, which we have ascertained about 2 fms. above the bottom. Some pretty stones of yellow ore are broken out of this place. We hope by Saturday to have reached the great lode. The driving is very slow—the ground being so hard and tough. A large quantity of water is pouring out of the end.

**WOOD.**—In conformity with the instructions given me, I have to-day (Sept. 15) taken a survey of the mine, and find the works progressing regularly, and I may say prospects favourably, inasmuch as I think there is a decided improvement in the lode at south shaft, under the 15 fm. level. Since I last inspected the mine, there has been about 5 fms. sunk, and a level driven about 10 fms. south; the lode has been produced silver-lead ore of good quality, and is still doing so, both in the 15 fm. level and in the shaft now sinking under that level; the lode varies in size from 16 to 20 in. in width; its component parts are a white spar, white iron, and what miners term squabs or squats of lead. I think it will average about 5 cwt. to a fm. of the latter, therefore it is fair to presume the ground now opening, after a few fms. sinking, will be set at 10s. in 1¢. If no further improvement takes place, in all probability, judging from the favourable state and the increase in the size of the lode, there is every reason to expect, ere long, it will be more productive of mineral than it has been in the shallow level and back. I should, therefore, recommend you to continue the sinking of the shaft 9 or 10 fms. deeper than it is, with all possible speed, before the wet season arrives, which I think is practicable with the appliances now have—and if not, for a trifling expense it can be effected, as the water so far is but little impediment. At White Rock, there are some beautiful branches of rich lead ore, from 1 to 2 in. wide, in a soft killas, and also a branch running parallel with it, carrying copper ore of good quality. This branch, or vein, is 6 in. in width, underlying about 15 in. in a fm., and apparently increasing in size as you sink deeper. The shaft is sunk 7 ft. deeper under the 11 fm. level, and the lode in the bottom is from 12 to 14 in. wide, with veins of lead through the chief part of it, about the width of a finger, or from ¾ to 1 in. wide, the killas surrounding it. I must confess I was much struck with its fine appearance and texture, and have desired the captain to forward you specimens of the lode from each place now operating on, as well as a few specimens of the strata the lodes are embedded in; and as he is cleaning the copper ore, probably he will forward a sample of it, also, for the inspection of the shareholders. I have marked out the place for the wheel, and will get it erected in due time, with the crusher attached; it will also be of sufficient power to draw the water from your north shaft, if required. The water that will pass over this wheel will admit of another being put in at the south shaft, when necessary. The timber in the mine, the castings are ready for delivery, and masons are at work, and will be immediately set to work to carry the proposed work into effect. I do not see the use of your further shoring or costening for the lode, as it is fairly ascertained to be continuing for several hundred fathoms in length, both in the adit level, which is 30 fms. deep, and also under; therefore it would be a useless expenditure, in my opinion, the deeper you sink the clearer the stratum, and the lode in itself is stronger, and the ore richer.

**Sept. 15.**—The lode in the south end is much improved since last reported, the ore part being from 10 to 12 in. wide, of a rich quality. The lode in the shaft producing good stones of ore, similar to the ore in the south end, and showing a kindly appearance. At the White Rock Wood, the lode in the bottom of the shaft is producing stones of splendid gossan, with good branches of lead of a rich quality for silver. In the end north of this shaft the lode is 18 in. wide, carrying a branch of copper from 8 to 9 in. wide. Under the hanging wall on the foot wall, branches of lead, specimens of which I have forwarded, and also from the south end and south shaft, which have been broken this day.

#### FOREIGN MINES.

**LINARES MINES.**—The following is from A. W. Martyn:—

**Pozo Ancho, Sept. 4.**—Thorne's engine-shaft is holed to the 65 fm. level, and hope to finish cutting it down to the bottom of the level by the end of the month, when we shall commence sinking plat and preparing the shaft. The lode in the shaft is of good quality, and presents a large and promising lode, with good stones of ore, but the hardness of the ground, and water, has prevented us from making the progress we could wish; it is now down beyond San Anton winze 9 varas, and hope another month will effect a great improvement in this end. The stipes in the 55 fm. level, east of San Anton, are worth 3 tons of ore in a fathom—the level made good beyond San Anton winze 58 varas; the end west in this level is worth 3 tons of ore in a fm., and ground moderate, driven in advance of Buena Ventura winze 24 varas; the cross-cut in this level, driving under San Juan shaft, is without change, ground still hard, and the lode beyond the level 3 varas, level 45 fm. level, east of Shaw's, is worth 2½ tons of ore in a fathom, the ground without change, and driven beyond La Esperanza winze 17 varas 2 ft.; the stipes in the bottom of this level, west of Las Nieves winze, is worth 2½ tons of ore in a fathom, ground moderate. The 45 end, west of San Juan shaft, continues to look promising, ground moderate, and lode worth 7 cwt. of lead ore in a fathom. Casualidad winze, sinking below this level, is worth ½ ton of ore in a fathom, ground moderate, and sunk below the level 16 varas 2 ft. San Juan shaft continues hard, sunk below the 45 fm. level 18 varas 1 ft. The 31 fathom level, east of Shaw's, is worth 1 ton of ore in a fathom, ground still hard; I have a communication here with the 31 end, west of Thorne's, in about a fortnight; it is driven in advance of Thorne's shaft 6 varas 12 ft., and worth 1½ ton of lead ore in a fathom, and the 31 fathom level, west of Shaw's, is driven in advance of La Esperanza winze 67 varas; in the cross-cut north, in this level, we have cut three branches of lead ore—one is worth 1 ton of ore in a fathom; at present the ground is more hard than before; driven north of the level 10 varas. We have cleared the cross-cut in the 31 fathom level, west of San Juan shaft, and put two men to drive on a branch worth 7 cwt. of lead ore in a fathom; we have also put four men to drive the end west in this level; the lode is large, and showing stones of ore, but not so rich as the 20 fm. level, west of Thorne's is worth 2½ tons of ore in a fathom, ground hard, driven from shaft 7 varas 2 ft. Field's shaft is cut down to the depth of 39 varas 1 ft., ground moderate, and without any change to notice. Warne's shaft is made good to the depth of 39 varas, and the prospects hold good on reaching the bottom of the old men's workings of finding a good lode. We are also cutting down a shaft in San Francisco pertenencia on the north lode, having previously cleared to the bottom of the old men's working, and found a lode worth 1 ton of lead ore in a fathom. The 45 fm. level, east of Shaw's, is without any change to notice, ground still hard, and the lode, driven in advance of the shaft 30 varas 1 ft. Our tribute department is looking moderately well, having 36 pitches working, and, allowing for the price of measurements in some of the old pitches, the tribute will average, including the dressing, about 38s. 6d. per ton, employing with the bargains 174 men. August raisings will be about the estimated quantity, 260 tons; and we calculate about the same quantity for this month. Ore weighed in, 41 tons 12 cwt.; total in stock, 362 tons 15 cwt. Pig-lead smelted, 32 tons 3 cwt.; total in stock, 669 tons 2 cwt.



## NATIONAL BRAZILIAN MINES:—

Cocoa, July 23.—I am happy to say that the Bandeira level is very promising, and samples of a very superior quality have been extracted from this point. The level is extended 12 fms. In the new stop, above the sink 2, we have intersected a layer of jacinths, in the back or roof; the elevation of this stop is 6 fms. 2 ft., the breadth 7 ft. 3 in., leaving a pillar standing near the eastern end of the stop to support the ground overhead, as the layer of jacinths above mentioned is very soft. Cocoa's produce for the month is Mks. 8 2 4 62.

## ROYAL SANTIAGO MINING COMPANY.—[Received Sept. 15.]

Cocoa, Aug. 11.—Preparations are making to drive on the levels from the Cobre Company's mine of the Sanctuary ground into the St. Andrew forthwith. Our force has been latterly concentrated on the shoot of ore at Taylor's. Both Thompson's and Taylor's shafts have been constantly full manned, and kept going without cessation. Now that the ore is extended, it will be necessary to push New Isabella shaft. I am much pleased with the appearance of the lode at Taylor's shaft; the great drawback is the muddle, which on the east side is more abundant than ever; the lode is 9 feet wide, composed of ore, muddle, and peach, mixed with a very little blue, with an underlie of about 18 inches in a fm. I expect, as is generally the case, that as we get deeper the muddle will diminish. At 3 fms. west of the shaft the lode decreases in size to 2 ft. wide, but the ore here is comparatively free from muddle; it continues this size to the west end, which is 11 fms. from the shaft. At Discovery shaft, the lode has not been producing quite so well during the last fortnight; it is now again looking better, and yielding fine stones of grey ore. Good Hope shaft is turning out well; we shall raise a good many tons of excellent grey and green ore from here.

Aug. 18.—The *Agnes Blackie* has arrived, bringing 15 miners, and they commenced working on the 16th. The *Green Glendower* arrived on the 16th. This addition of miners is very acceptable; they appear to be steady able men, and I hope they may turn out so. We have commenced to cut down Scott's shaft in St. Andrew. The lode in Taylor's shaft continues to yield remarkably well, producing 8 to 10 tons of ore per fm. The 33 fm. level is 15 ft. east of shaft, lode 9 ft. wide, but the walls or sides seem to be contracting; it is very foul with muddle, worth 8 tons per fm. At the west end it is very good for 4 ft. wide. At 3 fms. west it is almost without muddle for 2 feet wide. In the adit level are still crossing branches of gossan and muddle. The lode and branches are fully 9 ft. wide.

## ST. JOHN DEL REY MINES.—[Received September 13.]

Moray, Feb. 18.—Gold extracted to date, 9519 ounces, from 625-95 cubic feet of sand (11 days' stamping), yielding 15-2 cubic feet. Stamps working average 114-32 heads. The supply of stone is abundant, owing to the increasing number of Brazilian borers pouring in upon us during the time; we reckon 150 of this branch, with a presumption of a higher number: this increase of free borers is highly gratifying and important, and well deserves the temporary expense we have incurred lately in building additional houses for their accommodation. Capt. Tonkin starts on the 28th with 10 boxes, containing 503-24 lbs. troy of amalgamated gold, to be shipped to your address, as usual.

July 31.—Gold extracted 19,312 ozs., from 1225-14 cubic feet of sand (21 days' stamping), yielding 15-76 ozs., stamps working 21 days, average 116-17 heads. The supply of stone is abundant, enabling us to throw out freely on the refuse heap. The standard is 4-33 ozs. per ton. Since the end of December, with the exception of a few showers in April, we have hardly had a drop of rain. Already the south arastras are only working five circles per day, though that is increased to six by night as we are then enabled to turn on a little more water.

## NEW PATENTS.

## LIST OF PATENTS GRANTED DURING THE PAST WEEK.

J. Bernard, Guildford-street, Russell-square, for improvements in the manufacture or production of boots and shoes, and in materials, machinery, and apparatus connected therewith.

J. W. Treble, Elizabethan Villa, St. John's Wood, for improvements in regulating the flow of liquids.

S. Taylor, New York, for certain improvements in the construction of fire-arms, and in cartridges for charging the same.

A. Stewart, Glasgow, North Britain, for improvements in the manufacture or production of ornamental fabrics.

F. Sang, 58, Pall-mall, for certain improvements in floating and moving vessels, vehicles, and other bodies on or over water.

C. A. Peller, Abchurch-lane; J. Eastwood, Bradford, York; and S. Gamble, Bradford, York, for improvements in machinery for combing, drawing, or preparing wool, cotton, silk, hair, and other fibrous materials.

H. F. Toussaint, Paris, for improvements in obtaining a product from the wood of the cactus.

## DESIGNS FOR ARTICLES OF UTILITY REGISTERED.

A. Aubert, Nantes, France, oyster opener.—S. and M. Meyer, Bow-lane, Cheap-side, joint for parasols, umbrellas, fishing-rods, &c.

## PROVISIONAL REGISTRATIONS.

J. Magness, Upper Southwick-street, oval chimney valve.—J. Brown, Upper Norton-street, combined cigar-holder and piercer.—*Mechanics Magazine*.

COPPER ORES.—Messrs. A. Trueman and J. Cameron have obtained a patent for some improvements, having reference principally to the treatment of sulphureous ores of copper in the state of regulus, when oxide ores are used, and they consist in so adapting the proportions of each to the other as to cause, not only combination of the sulphur and oxygen in the ores, but also the abstraction of any iron present by the affinity for silica of which substance, when the ores do not contain sufficient, a small proportion must be added. This process of adjustment enables the use of carbonaceous matters to be dispensed with. When any quantity of antimony or arsenic is present in the regulus operated on, it may be abstracted by boiling in an alkaline solution; and this boiling operation will be found useful, even if other modes of treatment than those of the patentees are adopted. *Claims*.—The boiling of a regulus of copper in an alkaline solution, for the purpose of separating antimony, arsenic, &c.

GIGANTIC BORING APPARATUS.—For the purpose of carrying the Troy and Boston Railroad through the Hoosac Mountain, the construction of a tunnel is necessary; and, with a view to expedite this operation, the contractors have erected a huge machine for excavating the rock by drilling instead of by hand labour. It consists of a train of powerful wheels, fixed in a stupendous frame, which act upon an immense iron shaft, which is a bar of great length, terminating in a drill 3 in. in diameter, which enters the centre hole. One of the shafts is a wheel 23 ft. in diameter, carrying on its circumference a series of cutters made in the form of pulleys, which revolve as they cut the rock, thus forming an annular incision the full diameter of the tunnel, the flooring of which has to be levelled by hand. When the boring has proceeded a certain distance the centre core is charged with powder, the rock blasted and carried away, and the operation is again resumed. The frame is movable, so that when the shaft is carried to its extreme length into the rock the whole machine is advanced forward. The hard and mien schist with which the rock abounds completely destroyed the first cutters, and although they were to be made much stronger, some doubts were entertained as to ultimate success. The contractors, however, feel no doubt on the subject. It cuts from a sixteenth to an eighth of an inch in each revolution, making five or six per minute, more than meets the obligations they have undertaken. The stoppage of the machine for blasting and removal of the stuff is the greatest difficulty.

IRON SHIPS AND BOILERS.—Mr. Mare, of Blackwall, has patented some improvements in constructing iron vessels and steam boilers, the object of which is to enable the required form of plates for shipbuilding, and the position of the bolt or rivet-holes therein, to be ascertained without the loss of time and expenditure of labour incurred when the plates have to be hoisted up against a ship's side for this purpose; and this the patentee effects by means of an adjustable frame or apparatus, having sliding bars perforated with holes, and capable of being shifted with respect to each other, and then clamped together, so as to bear the relative position. The dimensions of the plate and position of the rivet-holes having been ascertained, the sliding bars are laid on a piece of boiler-plate, and the measurements transferred to it, after which the plate is cut, and the holes punched in the usual manner. Mr. Mare claims.—The mode of arranging and combining apparatus to be used as templates to obtain the required form of the plates (and the position of the various holes therein) employed in the construction of iron vessels and steam-boilers.

PADDLE WHEELS.—We observe that the *Australia*, one of the Austrian Lloyd's steamers, is detained on her voyage to Alexandria by the smashing of one of her wheels, which, being on the feathering principle, must always be liable to great destruction if even a single float gives way upon its own centre, or in its connection with the others, necessary for the peculiar eccentric motion by which the feathering action is obtained. This should be a hint to owners of sea-going steamers to adopt the wheels patented by Mr. Lee Stevens, which, besides being lighter, stronger, and stronger than the common wheel, are more than four times so as compared with the feathering wheels. Beyond which, this now most efficiently tested invention, gives increased speed with the same power, and gets entirely rid of vibration. Under these circumstances, the company forming to carry out such a desideratum in steam navigation, should press its superior claims vigorously upon the proprietors of steamers of every class. There is plenty of room and to spare, however many screw propellers are substituted for sailing vessels, or built for new trade. By the Custom-house returns of registered steam-vessels, made by order of the House of Commons, up to Jan. 1, 1852, there then belonged to the United Kingdom 1214 commercial steamers of various capacities, of which 1164 were propelled by wheels, and 54 by screws, so that, if paddle-wheel steamers only increase in the ratio of 20 per cent., with the vastly extending demand for their exclusive use, and those propelled by screws should be annually doubled, it would take many years to bring the latter to an equality. And it would seem that the directors of the new company are not wanting in confidence, as they have determined to guarantee one dividend per annum to the shareholders, out of the proceeds upon the foreign patents granted to Mr. Lee Stevens, irrespective of the reasonable calculation of a second annual dividend from the returns upon the English patents. So that the shareholders will be insured an immediately accruing interest dividend (if we may so term it) of not less than 3 per cent. per annum, with a profit dividend, out of which alone the office and management expenses will be deducted, and which second dividend may run from 3 to ultimately 30 per cent. more. Whilst thus fully satisfied of their commercial position, they are not less so of their legal one, as the most eminent authority on such matters, Mr. Carpaen, of the Patent-office, has certified to them that the specification and claim put in by Mr. Lee Stevens is perfectly valid. And as far as the inventor is concerned, his scientific success, recorded from time to time in this Journal, being indisputable, we only hope that his pecuniary recompense may be proportionately satisfactory to him.

THE LARGEST IRON SAILING VESSEL Afloat.—It is said that the *Neath Abbey* Iron Company have contracted for an iron ship, upwards of 1000 tons register, and 1700 tons burthen, for an eminent house in Liverpool. When completed, it is expected she will be the largest iron sailing vessel afloat.

MINERS' MILITIA.—Meetings of Deputy Wardens have been held at Looe and Tavistock, which were attended by many of the most influential gentlemen and gentlemen of the counties, on the subject of raising the number of militia required from among the mining population. Letters were read from His Royal Highness Prince Albert, the Warden, and from the Secretary of State, recommending and approving of the regiment being trained to the service of the Artillery. Resolutions were passed, pledging the meeting to use their best exertions to obtain the requisite number of volunteers; and with a view to prevent inconvenience or interruption in mining operations, as far as practicable, the raising these volunteers will be placed in the hands of agents and captains of mines.

## The Mining Market; Prices of Metals, Ores, &amp;c.

METAL MARKET, London, September 17, 1852.

ENGLISH IRON.		per Ton.	ENGLISH COPPER.		per Ton.
Bar and bolt	—	£6 10 0	Tin, 14 to 25 lbs. a	..p. ton	£102 10 0
In Wales	—	5 15 0	Tough cake	—	102 10 0
In Liverpool	—	6 0 0	Sheeting and bolts	..p. lb.	0 0 11 1/2
In Staffordshire	—	6 15 0	Sheet	—	0 0 11 1/2
Sheets, single	—	8 15 0	Bottoms	—	0 0 10 1/2
"double	—	10 5 0	Old	—	0 0 10 1/2
"Hoop a, round	—	8 0 0	Yellow Metal	—	0 0 9 1/2
"Nail rod, square	—	7 5 0	Wetterstedt's Pat. Met. + cwt.	—	1 10 0
Rails (Wales)	—	6 5 6 10 0	FOREIGN COPPER.		per Ton.
"(Staffordshire)	—	6 0 6 5 0	South American	..p. ton	—
Pig, No. 1, Clyde	—	2 7 6	ENGLISH LEAD.		per Ton.
3-5ths No. 1 & 2-5ths No. 3	—	2 7 0	Pig	—	18 0 0
No. 1, in Wales	—	3 5 0	Sheet	—	18 10 0
Scottish Pig No. 1 in London	—	2 17 6 3 0	FOREIGN LEAD.		per Ton.
Stirling's Patent Glasgow	—	2 10 0	Spanish, in bond	..p. ton	18 0 0
Toughened Pig	—	2 10 0	ENGLISH TIN.		per Cwt.
Ditto Wales	—	3 10 0 3 15 0	Block	—	4 13 0
FOREIGN IRON.		per Ton.	Bar	—	4 14 0
Swedish	—	10 15 0 11 0 0	FOREIGN TIN.		per Cwt.
Russian CCND	—	17 0 0	Banca	—	4 9 0
Indian Charcoal Pigs	—	5 10 0	Straits (uncertified)	—	4 6 0
In London	—	5 10 0	TIN-PLATES.		per Ton.
FOREIGN STEEL.		per Ton.	IC Charcoal	..p. box	£1 8 0 1 9 0
Swedish keg	—	15 10 0	IX Ditto	—	1 14 0 1 15 0
Ditto fagot	—	15 0 0	IC Coke	—	1 3 0
SPELTER.		per Ton.	IX Ditto	—	1 3 0
On the spot	—	16 15 0	Canada plates	..p. ton	10 0 10 10 0
To arrive	—	17 0 0	QUICKSILVER.		per lb.
ZINC.		per Ton.	In sheets	—	22 0 0
In sheets	—	22 0 0	Terms.—a, 2 1/2 per cent. dis.; b, 3 ditto; c, nett; d, 1 1/2 per cent. dis.; e, 2 ditto; f, 1 1/2 ditto; deliv. in Liverpool 10s. per ton less.—Dis. for cash in 14 days, 10 percent.	—	—
• Cold blast, f.o.b. in Wales.	—	—	• Cold blast, f.o.b. in Wales.	—	—

The IRON MARKET continues improving, and on all sides the trade looks most healthy. SCOTCH PIGS are gradually advancing, and few holders show any disposition to sell; the general opinion is entertained of considerable advance in prices: there are buyers at 48s., three months open, and few sellers under 48s. 6d.; for prompt cash 47s. 6d. per ton is asked, free on board in Glasgow.

RAILS.—Very steady. RAILS.—In full demand; but from the large orders on hand, makers are not anxious to book further orders: we quote 6l. 10s. per ton, free on board in Wales. STAFFORDSHIRE IRON in fair request, but very scarce. SPELTER.—The market is firm at 16l. 15s. on the spot. Parcels to arrive continue to change hands at 17l. per ton. TIN.—Very firm at the advanced rates. TIN-PLATES are improving in value; a good demand has sprung up for charcoal, and the market is 6d. to 1s. per box better: coke is quoted 28s. per box; charcoal, 28s. 6d. to 29s.

GLASGOW, SEPT. 16.—There has been a considerable demand this week on the part of Welsh houses for pig-iron for consumption, and also a speculative inquiry for warrants, and prices have advanced, mixed numbers, good brands, being worth 46s. 6d. to 47s. 6d. per ton cash.

MINES.—It is gratifying to be able to notice some increased activity in the share market during the past week; and although the extent of actual business transacted has not been large, yet a considerable movement has taken place in the shares of more popular and promising mines, for which many enquiries have been made. The majority of the adventures appear to present very favourable prospects, and there is every probability of extended business being done. The only real advance to note is South Tolgus to 200l.; West Caradon, 170l. to 172l. 10s.; Wheal Brewer, 25l. to 27l. 10s.; Lovell, 55l.; Wheal Seton, 200l.; Halamanning, 87l. 10s. to 110l.; North Basset, 15l.; Franco, 12l.; Tregadgar, 13l. Alfred Consols, Bedford, Devon Great Consols, South Tamar, Spearhead Consols, Trehan, West Providence, East Tolgus, and Garreg maintain their price. In Cornwall, Cornwall shares have advanced to 17l.; Bell and Lanarth to 8l.; and Gribbler to 20l. 10s.

In the Metal Market, the tendency upwards is maintained.—Copper, Lead, and Tin are very firm, at the advanced rates.—Plates have risen 1s. per box, with a good demand.—Spelter maintains its price, and parcels to arrive readily found buyers at 17l. per ton.—Staffordshire Iron is getting very scarce. Rails are in full demand at 6l. 10s. per ton, free on board, and makers not anxious to receive orders at present rates. Scotch pig continues to advance, and there are few sellers at 48s. 6d., free on board at Glasgow. The iron market in particular is buoyant.

In the Bullion Market.—Mexican and South American dollars, buyers at 4s. 10 1/2d. per oz. Bar silver containing gold, all gold above 5 grains in the pound to be paid for, 5s. 0 1/2d. per oz. standard. Bar silver without gold, 5s. 0 1/2d. per oz. stand. Bar gold, 77s. 9d. per oz. stand. English silver, 5s. 4 1/2d. to 5s. 5d. per oz.

The sales of copper ore at Swansea during the present quarter have been 7844 tons, amounting to 118,837l. 6s. 6d., which, with 1367 tons for sale on the 28th inst., will make a total of 9211 tons, against 9055 tons as the quantity for the quarter ending June last, and 11,066 tons for the quarter ending Sept., 1851, showing a falling off of 1855 tons of rich quality ore. The total quantity of copper ore sold at the public ticketing in Cornwall, and for sale during the present quarter, amounts to 41,449 tons, against 40,871 tons for the same period ending with June. The quarter ending Sept., 1851, was 36,457 tons.

Newtowns, Laxey, Wheal Constance, Mary Ann, Keswick, Herodsfoot, Tamar, and East Tamar, have sold lead ore during the week. Drake Walls, St. Blazey Consols, and Par Consols, have sold black tin. An arrival of copper has taken place from the mines in Jamaica and Algeria—388 tons being from the latter place in the last six months.

At North Roskear meeting, on Monday, the accounts for June and July showed—Balance last account, 2197l. 15s. 11d.; ores sold (less dues), 2584l. 15s.; 1782l. 10s. 11d.—Mine cost and merchants' bills, 2892l. 14s. 4d.; by dividend (2l. 10s. per share), 350l.: leaves balance in favour of adventurers, 1539l. 16s. 7d.

At Wheal Mary Ann quarterly meeting, on the 14th inst., the accounts showed—Lead ore sold, 4932l. 1s. 6d.; charge not paid, 3l. 18s. 3d.; 4935l. 19s. 9d.—Agency, 122l. 2s.; carriage of ore, 91l. 12s. 8d.; tut-work, 1432l. 15s. 6d.; tribute, 313l. 6s. 4d.; sundry labour, 170l. 2s. 4d.; dressing ores, 282l. 13s. 4d.; discount and property tax, 113l. 13s. 4d.; lords' dues, 400l. 16s. 5d.; merchants' bills, 902l. 10s. 10d.; sundries, 341l. 9s. 8d.: leaving balance of profit, 764l. 17s. 4d.; add balance in hand last account, 320l. 9s. 2d., makes 1085l. 6s. 6d.—Dividend, 512l.: leaving balance to next account, 373l. 6s. 6d. A dividend of 1l. per share was declared. Pollard's shaft is down 11 1/2 fms. under the 90; the lode north is worth 9l. per fm.; south, 11l.; the 80 north, 6l.; winze below, 15l.; the end south, 10l.; the winze below, 10l.; and another winze, 5l.; a winze under the 70, 5l.; the eastern part of the level, 6l. per fm. The stopes generally are producing much as usual: 62 tons of silver-lead ore have been sold to Walker, Parker, and Co., at 21l. 5s. per ton.

At Wheal Golden Consols bi-monthly meeting, on Wednesday last, the accounts showed—Receipts: Amount transferred to the Penhale Consols, 1622l. 11s. 7d.; ores sold, 1453l. 0s. 4d.; received from Penhale Consols, 2245l. 5320l. 11s. 11d.—Expenditure: Balance from the last account, 1622l. 11s. 7d.; June and July costs, 975l. 11s. 3d.; dues, 62l. 8s. 2660l. 10s. 10d.: leaving balance to the credit of the company, 2660l. 1s. 1d. A dividend of 5s. per share was declared, pursuant to the resolution in our advertising columns.

At East Wheal Russell general meeting, yesterday, the accounts showed—Receipts, 6870l. 5s. 11d.; expenditure, 6535l. 4s. 8d.: leaving a balance of 335l. 1s. 3d.; and the balance of assets over liabilities, 1894l. 15s. 6d. The prospects continue to give increased confidence in the strong opinions so frequently expressed of this mine proving eventually to be one of the richest in this country.

At the South of Scotland Mine meeting, on Tuesday, the accounts showed—Balance last account, 6l. 4s. 4d.; call on 100 restored forfeited shares, 50l.; calls, 263l. 16s. 4d.—320l. 0s. 8d.—By labour cost for March, 31s. 6d.; April, 33l. 6s.; May, 32l. 16s.; June, 39l. 13s.; July, 45l. 13s. 1d.; merchants' bills, 68l. 8s. 7d.; secretary, printing, &c., 23l. 10s.: leaving balance in hand, 45l. 10s. 6d., and a balance of liabilities over assets of 80l. 9s. 9d. A call of 2s. 6d. per share was made. Capt. James Osborn reported that the wheel-pit was ready for the wheel, and places were clearing for the smith's shop and timber-house. The cross-cut was in 4 fms., and the rock favourable, spotted with lead and jack.

At Wheal Kitty (Uny Lolant) meeting, on the 30th of August, the accounts showed—Labour cost to the end of July, 107l. 1s. 5d.; merchants' bills, 80l. 1s. 1d.—187l. 2s. 6d.—Tin sold, 151l. 7s. 3d.: leaving balance to next account, 35l. 15s. 3d. Capt. Thos. Richards was appointed purser and manager, and Henry Pearce the agent. They have intersected a lode in the 86 fm. level cross-cut south, which has a favourable appearance for tin. Above 200 fms. of ground south remain untried, and being in a good tin district, the chances of success with a moderate outlay are good.

At Gustavus Mine meeting, on the 7th inst., the accounts showed—Balance last account, 571l. 1s. 4d.; costs to end of July, 630l. 6s. 7d.; merchants' bills, 216l. 5s. 1d.—1417l. 13s.—Call in March, 572l. 17s.; spare materials sold, 425l. 11s.: leaving balance to next account, 419l. 5s. A call of 10s. per share was made. The engine-shaft is down 7 fms. below the 50 to the north of the lode. The 50 cast contains stones of copper ore. The lode in the 40 east is from 4 to 5 ft. wide, with stones of ore, and a winze down 5 fms.; the lode in the south part is yielding lead and copper, looking favourable.

At Herodsfoot Mine meeting, on Friday, the accounts showed a profit upon the four months' workings, ending July 31, of 265l. 13s. 2d., and a balance of assets over liabilities of 89l. 17s. 11d. The mine, upon the whole, is looking better: 55 tons of lead ore were sold on the 15th inst., at 12l. 8s. 6d. per ton.

At the Boringdon Park Mine quarterly meeting, on Tuesday, the accounts showed—Receipts, 5380l. 4s. 8d.—Expenditure, 5320l. 7s. 11d.: leaving a balance of 59l. 16s. 9d. The balance of assets over liabilities was 516l. 2s. 3d. Since last meeting lead ore had been sold for 194l. 19s. 5d.; and muddle for 82l. 10s., making 277l. 9s. 5d. This company is now amalgamated with the East Boringdon Mining Company, under the title of Boringdon Consols, and the united returns will in future be considerable, while the expenditure will be much diminished.

At the East Boringdon Mine quarterly meeting, on Tuesday, the accounts showed—Receipts, 4332l. 15s. 10d.; expenditure, 4202l. 8s. 10d.: leaving a balance of 130l. 7s. Since last meeting lead ore had been sold for 274l. 12s. 3d., and muddle for 41l. 6s., making a total of 315l. 17s. 3d. The company is now amalgamated with the Boringdon Park Mining Company, under the title of the Boringdon Consols. We may add that since the meeting a most valuable improvement has taken place at the mine—the adit, or 28 fm. level, being worth upwards of 1 ton per fm.; and it appears probable that the united company will soon be a profitable concern.

At the North Wheal Robert quarterly meeting, on Wednesday, the accounts showed—Receipts, 4894l. 11s. 11d.—Expenditure, 4827l. 18s. 1d.; leaving a balance of 66l. 13s. 10d. The balance of assets over liabilities was 368l. 12s. 4d. The lode in the 30 fm. level is worth 1 ton of rich ore per fm., and the lode will be cut in the 42 fm. level in about a fortnight. In about three months the adit will be communicated with the 30 fathom level, when the agent expects to have regular samplings of ore.

At Exmoor Eliza Mine meeting, on the 7th Sept., the accounts showed—June cost and payments, 118l. 15s. 1d.; July, 195l. 6s. 6d.—314l. 1s. 7d.—By balance last account, 86l. 12s. 6d.; calls received, 147l.: leaving balance to next account, 80l. 9s. 1d.; which, with estimate of Aug. and September costs, 340l., makes 420l. 9s. 1d. liability, against arrears of calls due, 20l. 10s.; and call now made, 510l. 15s., would leave 110l. 15s. 11d. Capt. Moore having resigned the management, the purser and committee were requested to take means for engaging an efficient agent and pitman. The engine-shaft is down 8 fms. below the 36, and sinking by 11 men; the lode is very large, with a little copper ore in it. They have two rises for ventilating the lower level, and the engine keeps the water well.

At Wheal Trelawny quarterly meeting, on Monday, the accounts showed—Lead ore sold, 4207l. 4s. 7d.; old junk sold, 6l. 15s.—4213l. 19s. 7d.—Agency, 98l. 17s. 9d.; carriage of ore and materials, 91l. 6s. 2d.; tut-work, 862l. 10s. 4d.; tribute, 483l. 15s. 11d.; sundry labour, 100l. 5s. 11d.; dressing ore, 343l. 1s.; lords' dues, 257l. 9s. 2d.; coals, 445l. 6s. 4d.; merchants' bills, 728l. 3s. 6d.; sundries, 512l. 4s.: leaving a profit of 291l. 0s. 6d.; add balance last account, 231l. 15s. 3d., makes 522l. 15s. 9d.; less arrears of call, 65l.: leaving balance to next account, 457l. 15s. 9d. Notice was given to the three parties in arrear that their shares would be forfeited if not paid on by the end of the month. The lode in the 107 north is worth 9l. per fm.; south, 16l.; the 92 north, 9l.; south, 12l.; winze below the 82, 9l. per fm. At the north mine, the plat is cutting in the 78; the end north is worth 7l. The 68 north is worth 8l. The winze below the 55 is worth 6l. per fm.; ground very favourable. The stopes and pitches are looking very fair, and the prospects good.

At Butterdon Mine quarterly meeting, held on Sept. 13, the accounts showed—Balance last account, 112l. 13s. 2d.; April cost, 128l. 4s. 2d.; May, 124l. 14s. 2d.; June, 114l. 14s.—466l. 3s. 6d.—Calls received, 461l.: leaves balance to next account, 19l. 3s. 6d., and arrears of calls due, 185l. A call of 7s. 6d. per 812th was made, and Mr. Phelps, the purser, was instructed to put all those in arrears of calls into the hands of Mr. Stokes, the solicitor, in order to obtain recovery of the amount. They have intersected the lode in the 50, south of the slide, 2 ft. wide, composed chiefly of spar and pryan, of a promising character. The 40 south is 3 feet wide, composed of spar, pryan, and some lead; a kindly lode. They sampled on Saturday between 3 and 4 tons of lead ore, and are fixing a machine to force air by the engine into the levels for ventilation.

At Pendarves Consols Mine meeting, on Sept. 7, the accounts showed—Balance last account, 414l. 6s. 10d.; labour cost to end July, 435l. 1s. 6d.; merchants' bills, 113l. 18s.—963l. 6s. 4d.—Call in March, 613l.; copper ore sold, 83l. 4s. 1d.; muddle, 7l. 3s. 6d.; spare materials, 24l. 10s.: leaves balance to next account, 355l. 8s. 9d. A call of 10s. per share was made. They have 2 1/2 fathoms to drive in the 30 cross-cut to cut the north lode—ground hard. The 30 cast, on the new lode, looks favourable for yielding copper ore, and in the 40 they have excellent stones of ore. They are driving the 50 and 60 east towards the caunter.

At the North Basset bi-monthly meeting, held at the offices, Thread-needle-street, on Wednesday, the accounts for May and June showed—Labour cost, 878l. 13s. 4d.; tribute, 365l. 15s. 1d.; merchants, 428l. 16s. 2d.; royalty, 187l. 9s. 2d.; sundries, 120l. 12s. 2d.—1981l. 5s. 9d.—By balance last audit, 1243l. 17s. 11d.; sale of ores, &c., 2816l. 13s. 3d.: leaving to next account, 2079l. 5s. 5d. The costs of July were also produced, showing a profit on that month's working of 835l. 7s. 6d. The prospects of the mine are highly satisfactory, as will be seen by the report among our Mining Correspondence.

At the Wheal Tom general meeting, on Monday, the accounts showed—Cash received for calls, 1911l. 10s.—Balance last account, 830l. 5s. 10d.; Jan. cost, 234l. 8s. 2d.; Feb., 122l. 9s. 9d.; March, 125l. 6d.; April, 86l. 12s. 6d.; May, 97l. 2s. 10d.; June,



8 fms. below the 51; lode small and disordered. The 51 east is 6 inches wide, composed of spar, muddle, and stones of lead; the rise above is 4 inches wide, and good work. The 40 east is 6 inches wide, good work for lead. The 30 east is worth 12½ per fm. The 20 east is unproductive. The stopes and tribute pitches are yielding fair quantities of work for the floors: 50 tons expected next sampling, and 1 ton of tin ready for smelting-house in a fortnight.

At Wheel Unity bi-monthly meeting, on Tuesday, the accounts showed—Balance last account, 531. 4s. 7d.; copper ore sold, 2307. 8s. 11d.; tin ore, 291. 17s.; calls received, 1464. 9s.—2077. 19s. 6d.—Paid June cost, 483. 17s. 8d.; July, 602. 14s. 6d.; merchants' bills, 918. 9s. 7d.; Mr. Kenworthy's two journeys to Cornwall, 20s.; discount and stationery, 14. 16s. 8d.; stannary dues, 1. 15s. 10d.; leaves balance to next account, 361. 5s. 3d. Copper ore sold since, 2851. 8s. 5d., makes 3211. 13s. 8d. assets, against 1465. 12s. 1d. liabilities—(say), Merchants' bills 893. 4s. 7d.; doctor and club dues, 72. 7s. 6d.; paid to John Hodge, balance for stamping-engine, due Nov. 20, 500l. A call of 2s. 6d. per share was made.

At Henock Mine bi-monthly meeting, on Tuesday, the accounts showed—Balance last account, 421. 16s. 11d.; received for July call, 379. 10s.—422. 6s. 11d.—Paid June labour cost, 162. 3s. 4d.; July, 156. 1s.; merchants' bills, 391. 6s. 8d.; leaving balance to next account, 631. 15s. 11d.—Arrears of calls due, 631. 5s. A call of 5s. per share was made. Mr. Readwin having resigned his situation of director and secretary, W. Kenworthy, Esq., was elected in his stead. Capt. Michael W. Martyn reports that, from his first visit to the mine, his opinion was they had only to go in depth to be remunerated, and he remained of the same opinion—the character of the lode fully warranted him in that belief; the gossan being exceedingly fine, impregnated with carbonate of lead, fully equal to that in Wheal Adams and Exmouth. He recommends them to sink at once below the 40, and not extend any levels further above until that is done. The shaft is down 1 fathom under the 40, expecting to reach a 50 in four weeks' time. All shares in arrears on the 28th instant are declared to be absolutely forfeited, and the purser authorised to overdraw the banking account to the extent of 200l., in case of emergency.

The new steam-engine at Wheal Fanny was set to work on Wednesday.

At Boringdon Consols a great improvement has taken place. At the Britannia Mine (Devon) they are about erecting a new water-wheel, of 50 feet effective diameter and 5 feet breast. There are about 4 tons of copper ore at surface, estimated at 7½ per ton. The lode in the 10 east is still about 3 feet wide, and from present appearances the lode will shortly improve.

At Devon Burras, the shaft on the Gate-post lode is sunk and timbered to the water level; the axle for the water-wheel is in the pit, and the wood work ready to be put up; the wheel will be at work in three weeks, or less. On the brake lodes the shears are erected, the pumps dropped, and the shaft sunk 2 fms. below the 10 fathom level. The great north lode is upwards of 6 feet wide, and carrying a large quantity of yellow ore; the level is within 4 fathoms of the old shaft, and as soon as it is holed tribute pitches can be set on two of the lodes in the 10 fm. level. Another rich vein has been cut in the cross-cut south, about 1 foot wide, carrying yellow ore, which can also be set on tribute as soon as ventilation is obtained by the communication with the eastern shaft. Captain Jennings, of Tresavean Mine, has recently inspected the workings, and expresses a high opinion of this mine.

At Devon Kapunda, the lode at Batters' shaft is sunk on 8 feet below the 14 fm. level, and will produce 6 tons of lead to 1 fm. in sinking. The great gossan lode, at Harvey's shaft, at 5 fms. depth, is 14 feet wide, composed of gossan, and strongly impregnated with copper ore of good quality; the cross-cut towards this lode, in the adit level, is progressing with all possible dispatch. In the 14 fm. level west the lode is 5 feet wide, composed of spar and muddle, with good stones of lead and copper ore. The 22 fm. level west is 2 feet 6 in. big, composed of spar and muddle, intermixed with copper and lead. The dressing department is going on favourably, and a parcel of silver-lead ores will soon be ready for market.

At Wheal Uny, another lode in the cross-cut has been intersected, 5 ft. north of the lode previously discovered, and producing very rich stones of tin; altogether the prospects in this mine look exceedingly favourable. At Alfred Consols, Field's engine-shaft is set to sink below the 100 fm. level. The lode in the level west of No. 1 winze is worth 100l. per fm. for copper ore. In No. 2 winze, as well as the stopes over the 90, the lode is worth 40l. per fm. The 100, west of Wyld's, is worth 40l. per fathom, and still improving. The tribute department generally is looking well.

At Cefn Gwyn, the lode in the engine-shaft is 6 ft. wide, 2 ft. of which is good for silver-lead ore, yielding full 1 ton of ore per fathom; should it hold down to the 20 fm. level they will require a crusher in the spring, and will make good returns.

At Goginan, the lode in Taylor's shaft is producing 1 ton of silver-lead ore per fm.; the winze below the 45, at Boundary shaft, 1½ ton per fm. The lode in the adit (60 fms.) is improved, being intermixed with spar, jack, and a little ore.

At Guskus, they have a pitch working in the back of the 20 east at 3s. in 1½, yielding good tinstuff, and the tributaries making fair wages; another pitch, west on copper, at 2s. 6d., doing equally well. The 10 east produces both copper and tin, and is opening ground speedily that will set at 6s. tribute: 250 barrows of tinstuff were sampled on Wednesday.

At West Wheal Alfred, the 60 fm. level is very much improved, worth 5 tons of ore per fathom.

At Great Wheal Alfred, they have set a number of pitches, varying from 6s. 8d. tribute upwards.

Trannack United shares are increased from 1024 to 10,000, of 12 each, which, we are informed, has produced a working capital of 7000l., after payment for water-courses, leases, and work executed, and shares have been sold at 2l. each.

Spearne Consols, according to the statement of the purser, has divided profits (including the 10s. per share just declared) amounting to 8000l., against an outlay of 1280l., and he hopes still to continue the dividends, but to what amount must depend on a variety of circumstances.

Some apathy has been shown by the shareholders in Wheal Golden and the Penhale Consols, when united, to the taking up the 5000 shares into which Penhale is now divided, probably from want of sufficient reports as to the state and prospects of the mines, which are stated to be of a first-rate character, and that there is every probability of Penhale Consols becoming, in due time, an equally lucrative investment as Wheal Golden. Messrs. Bennett, Carr, and Co., have made arrangements to work the Mount's Bay Mines, near Marazion, east of the town, on an extensive scale, including the Duchy lands—operations having been commenced preparatory to steam-power being erected on the property.

During the week, shares have changed hands in Alfred Consols, South Tamar, Treviskey, North Bassett, Brewer, Bedford, Merilyn, Devon Consols, West Providence, Trehan, South Tolgus, West Caradon, Great Polgooth, Wheal Seton, Lovel, Spearne Consols, Trelawny, Golden, Condurrow, Clive, Cubert, Tehidy, South Carn Brea, Sidney Godolphin, Leeds and St. Aubyn, Great Bryn, Halamanning and Croft Gothermal, Trannack United, North Buller, Wheal Uny, Whitford, Wheal Fortune (South Tawton), Garreg, Pridaux Wood, Wheal Anna, West Wheal Alfred, Tavy Consols, East Tamar, Porkellis, Cwmtyde Rock, Okel Tor, Bronfloyd, Tremollet Downs, Nant-y-Car, Crowhill, Hingston Down, Great Baddern, East Alfred Consols, Coniston United, East Seton and Maude, Union Tin, Great Crinnis, Boringdon Consols, Caradon Wood, East Russell, Comford, Leeds Town, Bell and Lanarth, Holmbush, Mining Company of Ireland, Lennear, Glenaulin, and Gorn.

In Foreign Mines, Imperial Brazilian shares have risen to 5½, 6, and United Mexican to 6, 7. St. John del Rey and Cobre are in request: transactions have also taken place in Grand Duchy of Baden, Santiago, Copiapo, Linares, Mariquita, and Mexican and South American.

The Linares Mining Company has received advice to the 4th September. Ore weighed in, 41 tons 12 cwt.—total in stock, 362 tons 15 cwt.; pig-lead smelted, 32 tons 3 cwt.—total in stock, 569 tons 2 cwt. Thorne's engine-shaft is holed to the 65 fm. level. The stopes in the 55, east of San Antonio, are yielding 3 tons of ore per fm.; the end west, 3 tons. The 45, east of Shaw's, 2½ tons; stopes in the bottom, 2½ tons. The 45, west of San Juan, 7 cwt.; Casualidad winze, ½ a ton. The 31, east of Shaw's, 1 ton. The 20, west of Thorne's, 2½ tons. The tribute department is looking moderately well—36 pitches, working at an average of 38s. 6d. per ton, employing altogether in the mine 174 men. August raisings will be about 50 tons, and the same quantity expected for next month.

The Imperial Brazilian Mining Company has received advice per the report to the 1st Aug., which brought them 40 lbs. of gold, valued at about 700l. The produce from Gongo stamps was 12 lbs. 1 oz. 19 dwts.; Bagal, 11 ozs. 6 dwts.; total, 13 lbs. 1 oz. 4 dwts. Walker's stamps continue to give fair produce from the excavations above and below the 14 fm. level. The agent recommends some further search being made in the un-

derground workings at Gongo westward. At Bananal, the Maria workings are a failure. A small further experimental trial southward is making, the result of which will be known the next arrival.

The National Brazilian Mining Association has received advice to the 23d July. The produce from Coceas was Mks. 8 2 4 62. The Bandeira level was very promising, yielding mineral of superior quality. They had got into jactancia in the back stope in T, with very promising indications. The next arrival may bring more important intelligence.

The St. John del Rey Company has received advice to the 31st July. Gold extracted to date, 19,312 oits. from 122514 cubic feet of sand; 21 days' stamping, yielding 1576 oits., equal to 433 oits. per ton, from 11617 heads. The supply of stone was abundant, enabling them to throw out freely on the refuse heap. They begin to feel the want of rain. The monthly statement has not yet arrived: 503-24 lbs. Troy of gold have been received.

The Royal Santiago Mining Company has received advice to the 18th August. Preparations were making to drive on the levels of the Sanctuary ground into St. Andrew. The Agnes Blackie had arrived out with 15 miners, who commenced working on the 16th, and are reported able men. The cutting down Scott's shaft in St. Andrew is begun. The lode in Taylor's is producing from 8 to 10 tons of ore per fm. The 35 east 8 tons per fm., and westward good for 4 ft. wide.

Meetings of the Liguanea and Annotto Bay Mining Companies of Jamaica will be held on the 29th inst., with the view of nominally increasing the capital of the former, and dissolving the latter, to amalgamate and consolidate them into one concern. The Liguanea Company is to raise an additional capital of 12,000l. in shares nominally of 1l. each, and each Annotto Bay holder to be entitled to a proportion in exchange for an equal number of old shares; any Annotto holder declining to join, entitled to his proportion of the unexpended capital; shares not taken by them to be offered to the Liguanea holders; and any which remain to be disposed of by the directors. It appears this arrangement may be effected without additional capital, but is acted on to meet the requirements of the deeds of settlement.

The allotment of shares in the Australasian Emigrants' Monetary Aid Company commenced this week: the applications have been numerous and highly respectable, and there is every probability that the capital required to carry out this useful undertaking will be fully subscribed. The directors have shown a wise discretion in not limiting their capital, as by so doing they would, in a great measure, paralyse their exertions, and prevent the purposes for which the company was promoted. The deed will be ready for execution as soon as it has the final approval of the Registrar, which is daily expected. The company are in hopes of speedily obtaining their Royal Charter of Incorporation, for which they have applied.

We understand that Mr. Dixon (late Government Surveyor in New South Wales), accompanied by the mining staff of the Monarch Gold Mining Company, sailed yesterday, by the Carnarvon, from Gravesend. The labour staff are engaged to sail on the 25th, for the mines in Australia.

The shares of the Royal Australian Banking and Gold Importing Company (17. paid) are quoted at 1½ to 1½—there being but few sellers, which may be ascribed to the hopes that are entertained of speedily obtaining the Royal Charter of Incorporation. London Chartered Bank of Australia (21. 10s. paid), 4½.

The gold mining shares have been almost entirely neglected this week—business being as dull as at any period since the introduction of these adventures in the market. Prices in most instances, however, have been maintained, but the general feeling of the market is one of flatness, as might naturally be anticipated from the absence of inquiries. The Nouvelle Monde Mining Company has received advice from Mr. Clement, dated the 23d July, announcing the commencement of preparatory work at the mines. In the Bear Valley, gold has been washed from every rivulet, and much remains that will pay for casting for several years. Gold is to be seen from the backs of the lodes, and the facilities for working were very great; in his opinion, the site of their mine was one of the best in California. The Yuba River Company have received from their provisional agent, and information by the next mail is looked forward to with interest. Elsewhere will be found a tabular statement of the produce of gold in California. The latest quotations are—Aguila Fria, ½ to ¾ prem.; Anglo-California, par to ½ prem.; Australian Freehold, ½ to ¾ prem.; Australasian, ½ to 1½ prem.; Ave Maria, ½ to ¾ prem.; British Australian Gold, ½ to ¾ prem.; Carson Creek, ½ to ¾ prem.; Colonial Gold, ½ to ¾ prem.; Golden Mountain, ½ to ¾ prem.; Lake Bathurst, ½ to ¾ prem.; Liberty, ½ to ¾ prem.; London and Californian Gold Quartz Crushing Company, ½ to ¾ prem.; Mariquita, ½ to ¾ prem.; New Granada, ½ to ¾ prem.; Port Philip, ½ to ¾ prem.; Quartz Rock, ½ to ¾ prem.; West Mariposa, ½ to ¾ prem.; Yuba, ½ to ¾ prem.; Yaguas, ½ to ¾ prem.; Stafford, ½ to ¾ prem.; Quartzburgh, ½ prem.; Melbourne, par; Australian Mutual, ½ to ¾ prem.; Cordilleras, ½ to ¾ prem.; Grand Duchy of Baden, ½ dis. to par; English and Australian, ½ to ¾ dis.; Conemara, ½ to 1½ prem.; Glenaulin, ½ to ¾ prem.; Kenmare, 1 to 1½ prem.; Company of Copper Miners, 25. paid, 31½. The shares of the National Patent Steam Fuel Company have been dealt in at 1½ prem.

Business in Bank shares has been rather active this week, but holders appear more inclined to meet the views of purchasers, and thus we have no further advance in prices to record, the market evincing much steadiness. The announcement within the last few weeks of the formation of a new bank, whose operations are to be mainly confined to our Australian colonies, has tended to check the rapid rise in the shares of the old-established institutions connected with Australia, which, however, must eventually have great advantages over their new rivals for a considerable time to come, however influential these latter may be supported. The cordial reception given to the new institutions, as evidenced in the high premiums to which the shares have already attained, proves the justice of the opinion expressed by us several months back—that the banking accommodation of our southern colonies ought to be extended, and that the present juncture is most favourable one for such extension. The week's sales are—British North American Bank, 38; Colonial, 16; London Chartered Bank of Australia (21. 10s. paid), 4½; London and County, 24½; Union of Australia, 50½; New, 6½; Union of London, 17. The shares of the New English, Scottish, and Australian Chartered Bank are worth 1½ to 1½ prem.

Dock stocks are well supported at the late general advance. Commercial stock is marked in the Official List 105; East and West India, 167; London, 129; St. Katharine, 95½; Southampton, 34; Victoria (21. paid), 6½.

The transactions in Steamboat shares continue unimportant, and have given occasion to no material change in prices. The last quotations are—Australian Royal Mail, 4½; General Screw Steam Shipping, 50; General Steam Navigation, 29½; Peninsular and Oriental, 86; New, 36½; Royal Mail Steam, 79. North of Europe Steam Navigation shares are quoted 1-16 to 3-16 prem.

Insurance shares have been more active, the enquiries running chiefly on the under-mentioned descriptions, all of which have realised an improvement on the prices quoted last week—Atlas, 20 ex div. and bonus; Globe, 146½; Guardian, 57½; Marine, 17½; Palladium Life, 2½; Phoenix, 12 to 13; Rock Life, 8½.

Of Canal shares the latest Stock Exchange quotations are—Ashdon and Oldham, 135 140; Birmingham, 100 101; Coventry, 200; Grand Junction, 40½; ditto, 51x per cent. Guaranteed, 11½; Leeds and Liverpool, 500; Loughborough, 510; Oxford, 135; Regent's, 17 ex div.; Stafford and Worcester, 403; Stourbridge, 290; Warwick and Birmingham, 40.

Prices of Gas and Coke Companies shares range as follows:—British Provincial, 19; Brighton, 16; City of London, 125; Continental (Third Capital), 67; Equitable, 26; Great Central, 14½ ex div.; Independent, 46; London Parliamentary Preference, 25; Phoenix, 26½; United General, 21; Westminster Chartered, 36; New, 6½.

Water-works shares are thus quoted:—East London, 155½; Grand Junction, 88; Kent, 83; New River Company, 60; Southwark and Vauxhall, 30; West Middlesex, 105. Miscellaneous shares are quoted as follows in the Official List:—Assam Tea Company, 11 10½; Auction Mart, 26; Australian Agricultural, 30; Canada Company, 50; Hudson's Bay Stock, 220; Hungerford, 47; London Institution, 5; Price's Patent Candle Company, 25; South Australian, 24½; Crystal Palace, 5.

The quotations of new undertakings of a miscellaneous character are as follows:—Ebro Canal, ½ to ¾ prem.; French Crystal Palace, ½ to ¾ prem.; Netherlands Land Enclosure, ½ to ¾ prem.; Fair Head Harbour, 1-16 to 3-16 prem.; Chiriqui Land, ½ to ¾ prem.; Combined Submarine Telegraph, par to ½ prem.; Irish Submarine Telegraph, 1-16 to 3-16 prem.; Great Australian Emigration, ½ to ¾ prem.

WHEAL PROVIDENCE.—We understand a petition has been presented to the Court of Chancery, on the part of some of the contributors, to annul the sale of the mine, lately made, on the ground of some alleged informality, and the result most probably will be that a fresh sale will be ordered.

BRONFLOYD MINE.—We are glad to learn that the whole of the shares in this adventure, advertised for public sale, and forfeited under the rules and regulations of the post-book, were, on Wednesday last, after the redemption of several shares by the late holders, sold at good prices to most respectable parties. We sincerely congratulate the shareholders on this fact, as it will be the means of at once discharging all liabilities, while the mine will be prosecuted with vigour. An advertisement appears in our columns this day, calling on all parties having claims to send in their accounts.

THE IRON TRADE.—The whole of the iron-works in South Wales are now fully employed, and it is stated that a number of furnaces, which have for some time been out of blast, will almost immediately be blown in. It is expected that in the course of a few weeks, in consequence of the recent advance in the price of iron, the rate of wages will be advanced. The rise in price readily established upon bar, pig, and rail iron cannot be computed at less than 20 per cent. Some of the works have more orders on hand than they will be able to execute for a length of time to come. In Scotland, arrangements have been made by the lessees of the Lumphinnans colliery for the erection of two blast-furnaces on their own ground. The blackband of the central coal-fields is at present worked up either by the Loch Gelly or by the Forth Company's furnaces. The projected furnaces will smelt the ore of their own extensive field, and that obtained from several other estates as yet untouched. All the furnaces in the county are in full blast. The Transy Malleable Works are also in active operation; and prices are much more encouraging, with every chance of improvement. From France, we learn that at the last meeting of the ironmasters a new fall took place in the price of cast-iron. This was in contradiction with the political calm which prevails, and with the real activity in great undertakings. One sole reason caused the reduction—namely, the disquietude felt as to the project ascribed to the Government, not of absolutely adopting free-trade principles, but in lowering the tariff on the import of foreign iron. In spite of the assertions of the *Moniteur*, many persons persist in believing that concessions will be made to England and Belgium; and this idea, very generally spread, has sufficed to cause a fall. The price has been fixed at 165 fr. the 100 kilograms on the first cast-iron of the first quality, taken at the works, which makes 10 fr. decline on the prices of the fair at Beaumont, and 5 fr. only on that of Chalon.

MINERAL RESOURCES OF GREENLAND.—Some months ago, our readers will remember that a scientific expedition was sent out from Copenhagen to explore the hills of Greenland, and report on their mineral resources. This expedition has just returned to Denmark, with a cargo of minerals as the fruits of its industry. The explorers have failed to find any of the more precious metals, but they have brought back iron, lead, nickel, tin, and copper, mixed with a little silver—the whole valued at nearly 2000l. The society appears to be encouraged by these first-fruits of its enterprise to renewed exertions; but the rigours of the climate of Greenland deter even Norwegian miners from embarking in the adventure.

After numerous attempts by boring on the estate of Godfrey Wentworth, Esq., of Woolley Hall, for the valuable bed of Barnsley coal, it has at last been found at Windhill, at a depth of 20 yards. This will prove a rich treasure to the owner, as its position is everything that could be desired for transit to the North Midland and the Lancashire and Yorkshire Railways.

BARON VON HUMBOLDT celebrated his 83d birthday, at Berlin, on the 14th inst., by giving a feast to his friends and admirers. The "Nestor of Science" is in excellent health, and is engaged daily for some hours on a fourth volume of that interesting and scientific work, the *Cosmos*.

MARRIED.—On Tuesday, the 7th inst., at Cwm Avon Church, Glamorganshire, by the Rev. George Bagot, M.A., Edward, second son of Edward Bagot, Esq., J.P., county Kildare, Ireland, to Martha, youngest daughter of the late Mr. Daniel Whitehouse, of Birmingham.

## LEAD ORES

TICKETINGS FOR ABOUT 100 TONS OF NEWTONARDS LEAD ORE.

Douglas, Isle of Man, Sept. 10.			
Panther Smelting Company (purchasers).....	11	5	6
Newton, Keates, and Co. ....	11	2	0
J. P. Eyton .....	11	0	6
Tamar Smelting Co. ....	10	15	6
Sims, Williams, Nevill, and Co. ....	10	15	6
Locke, Blackett, and Co. ....	10	15	0
W. J. Cookson and Co. ....	10	10	6

TICKETINGS FOR ABOUT 100 TONS OF LAKY LEAD ORE.

Douglas, Isle of Man, Sept. 11.			
Walker, Parker, and Co. (purchasers).....	20	7	0
Newton, Keates, and Co. ....	20	6	0
Locke, Blackett, and Co. ....	20	2	6
Mather and Co. ....	20	0	0
Sims, Williams, Nevill, and Co. ....	19	8	6
John P. Eyton .....	19	8	0
Thomas Somers .....	19	0	6
W. J. Cookson and Co. ....	19	0	0

Sold on the 3d of August.			
Mines.	Tons.	Price.	Purchasers.
Great Wh. Baddern .....	25½	£10 9 0	Sims, Williams, & Co.
Sold on the 9th of September.			
Wheal Constance .....	20	£13 17 0	Exrs. of Mr. Treffry.
Sold on the Mine, on Sept. 13th.			
Wheal Mary Ann .....	62	£21 5 0	Walker, Parker, & Co.
Keswick Mines .....	21	11 11 6	Shields, Turnbull, & Co.
ditto .....	5	12 5 6	ditto
ditto .....	4	12 5 6	ditto
Sold on the Mine, on Sept. 14th.			
Tamar .....	73	£18 16 6	Locke, Blackett, & Co.
East Tamar .....	70	13 1 0	R. Michell & Son.
Sold on the 15th September.			
Herodsfoot .....	55	£12 8 6	

## BLACK TIN.

Mines.		Tons c. q. lbs.	Price.	Amount.	Purchasers.
Great Wh. Baddern (July 20)	2	0 2 9	£51 0 0	£103 9 7	Bischoe Co.
ditto (Aug. 26)	1	17 0 21	51 15 0	96 4 5	ditto
ditto	0	3 2 21	49 10 0	9 2 6	ditto
Wheal Unity (July 28)	3	9 0 4	49 5 0	170 0 0	Bischoe Co.
ditto (Aug. 24)	3	8 2 14	50 5 0	159 17 0	Boltho.
Drake Wells (Aug. 21)	6	15 1 10	58 0 0	392 9 8	Union Tin.
ditto	3	9 0 27	61 10 0	212 18 4	ditto
ditto (Aug. 31)	3	4 3 1	58 0 0	187 16 0	Calenick.
ditto	3	6 3 6	58 0 0	193 14 1	Williams.
ditto (Sept. 3)	3	7 2 8	61 10 0	207 12 10	Easthoven.
Par Consols (Sept. 14)	17	11 3 6	56 0 0	1008 11 9	Calenick.
ditto	0	11 1 26	41 0 0		
St. Blazey Consols.	4	19 1 12	54 0 0		
ditto	0	14 3 6	42 10 0	299 14 4	ditto

\* 1l. per ton charged extra for carriage.

## COPPER ORES.

Sampled August 25, and sold at Swansea, 14th September.

Sample August 29, and sold at Swansea, 14th September.								
Mines.	Tons.	Produce.	Price.		Mines.	Tons.	Produce.	Price.
Cobre	76	14½	£14 8 0		Cobre	58	22½	£22 17 6
ditto	68	14½	14 7 6		Santiago	100	12½	12 9 6
ditto	56	22½	21 18 6		ditto	90	12½	12 7 0
ditto	54	22½	22 0 6		ditto	82	12½	12 6 6
ditto	51	22½	22 2 0		ditto	73	21½	21 15 6
ditto	16	70½	72 6 0		ditto	60	18½	18 12 0
ditto	12	16½	16 6 6		ditto	50	21½	22 6 0
ditto	81	14½	14 8 0		ditto	11	74½	77 1 0
ditto	69	14½	14 0 0		ditto	9	76½	77 1 0
ditto	69	24½	23 6 0		ditto	1	77½	78 12 0
ditto	9	17½	17 12 6		ditto	1	71½	73 2 0
ditto	98	14	13 18 0		ditto	1	69½	91 11 6
ditto	96	13½	13 0 6					

## TOTAL PRODUCE.

Cobre .....	763	£14,157 14 6
Santiago .....	478	£8672 0 0

## COMPANIES BY WHOM THE ORES WERE PURCHASED.

Mines.		Tons.	Amount.
Freeman and Co. ....	144	£2071 18 0	
Grenfell and Sons .....	112	2532 6 0	
Sims, Williams, and Co. ....	222	4067 15 6	
Vivian and Sons .....	318	6626 6 0	
Williams, Foster, and Co. ....	382	4927 15 0	
English and Australian Company .....	50	1112 10 0	
Frederick Bankart .....	30	1791 4 0	







climate is capable of cultivating both the products of the tropics and of less fertile regions. All hitherto has been done by free labour, and the great drawbacks which have heretofore hindered the development of the great resources of the country can be traced to the inadequate supply of that necessary staple of progress, and the absence of good communication. We will hope that this want will soon be remedied, and when a more extended publicity is given to the capabilities of the State, that individuals from the over-stocked labour markets of Europe will be flocking thither, to avail themselves of the advantages which Providence has so bountifully placed within their reach, while the proposed railway about to be undertaken by the Costa Rica Company will enable them, by means of the facilitated transport and increased traffic, to fully benefit from the produce of their industry. An easy and quick communication will be open from it to all parts of the world, from the circumference of the globe being the link which unites the two great highways of the globe. Those who have embarked their capital in this great enterprise must reap more than remunerative returns for the trouble and anxiety which is naturally attached to the carrying out so important an undertaking.

In another part of our present Journal will be found a copy of the rules and regulations under the Patent Law Amendment Act, just issued by the authorities. Like almost all official documents, these rules supply as little important information as possible. The chief matter of interest to inventors is the regulation by which the documents to be supplied by the intending patentee are required to be made on a particular-sized paper, and written in a particular form. This is with the view to have them filed or bound up into books, for the convenience of searching the records, which is, no doubt, a very desirable plan. The special fees accorded to the law officers will likewise interest inventors and patentees, but as these fees appear to be much the same as those heretofore taken, if it still be thought desirable that the patentee should pay special fees to these officers, they cannot be much objected to, especially since the whole of these fees can be ordered by the law officers to be paid by any party who deserves to be mulct in that manner. The rules state that every application for a patent allowed by a law officer is to be gazetted, but whether the applicant or the Government is to see to and pay for this is not stated; and many other details of importance are passed over *sub silentio*. Altogether, these rules deserve to be well criticised when they come to be laid before Parliament, as required by the Act.

Although during the last few months the tide of emigration has set in towards our antipodean possessions, from all accounts that we receive there is ample room yet for thousands more in those vast colonies. The importance of the question, which has so long been repeatedly put before the public by the press in general, has been, we are glad to say, responded to throughout the whole breadth of the empire. Government, usually inert in all measures for public good, has bestirred itself; societies have been formed for the purposes of emigration, with the view of assisting the labourer to journey to a land where he can obtain plenty and comfort, in lieu of the poverty and misery he leaves at home; parishes are beginning to send forth their paupers, and the idle useless consumer at home is being converted into the useful productive labourer abroad. Among the societies which have been projected to aid this desired end is one which we have previously alluded to—the AUSTRALASIAN EMIGRANTS' MONETARY AID COMPANY, which assists those desirous to emigrate on the payment of a premium of one-fourth of the passage money. The details of their operations have already been published in our columns and those of several of our contemporaries, and it is not necessary further to enter into their provisions; sufficient it is to say that, from calculations made by one of the most eminent actuaries of the United Kingdom, when the company is in full activity a profit of 15 per cent. per annum is the minimum amount that will be realised. We have seen the calculations on which these premises are based, and can vouch for their accuracy, so far as probabilities will allow. We are not at liberty to state further, but this is sufficient to show that, while assisting a great end, there is the opportunity of realising a remunerative profit to those who embark their capital in this investment. To this company the old Latin adage will apply—"Vires acquirit eundo"—and the greater the amount of capital subscribed, so will be the profit and the good the company will be enabled to effect. Within the last week the allotment of shares has commenced; several influential persons have interested themselves in the company, and it is satisfactory to know that the projectors have not been disappointed in their expectations. There is still, however, ample room for co-operation; the clergy have been called upon by a contemporary, and other classes have been invited. The Australasian Emigrants' Monetary Aid Company offers them the opportunity of doing a great benefit, not only with honour and profit to themselves, but likewise in promoting the welfare of the community at large.

**SALT IN IRELAND.**—The discovery of the salt formation near Carrickfergus, in the county of Antrim, which we have often noticed, is still being developed, and, indeed, is found to surpass the most sanguine expectations of the parties concerned, and of Mr. E. Pickering, the agent, who first hit upon the treasure. They have now sunk 160 feet through a stratum of solid pure rock salt, without yet cutting through, although there is some appearance of a change. Above this pure salt is a bed of mixed rock salt, and saliferous marl, about 100 feet thick, making 260 feet together, and they expect the freestone to underlie the salt, which member of the new red formation overlies the coal and ironstone measures. The shaft is about 740 feet deep, and the workmen have met with no water after passing about 30 feet from surface; it is 9 ft. in diameter, and will be made the drawing shaft for the salt and coal, and the air tunnel is 4 feet diameter. The discovery is one of not only immense value to the owner of the property, but of the utmost importance to the welfare of Ireland, rendering her independent of this country for the valuable mineral, which will form a staple commodity for home trade and exportation, and giving increased employment to the population.

**INVESTMENTS IN PROPERTY IN IRELAND.**—To those capitalists who may feel disposed to invest in land and mineral property in Ireland, where a very marked change for the better is gradually, but surely, developing itself, and where a much larger return can be obtained than on freehold property in England, an evidently superior opportunity presents itself in the sale by public auction of the Audley estates on the 9th of November, as will be seen by our advertising columns. These valuable estates comprise 26 town lands, containing 5676 statute acres, returning a profitable rental of £4891. per annum, situated in the baronies of East and West Carberry, in the West Riding of the county of Cork, with various inappreciable title rent charges of the value of £31. 14s. 1d. per annum, and advowsons with a yearly income of £567. 7s. 3d. The estates consist of the Shannon Park, Charleville, Bandon, Youghall, and Waterford properties, containing remarkably fertile land, limestone, brick earth, &c., with abundance of water-power, and great facilities for land, railway, and water carriage. The mines of copper and other mineral products of the estates, which are deemed very valuable, will be sold separately from the land lots, and immediate possession can be given. The titles, of course, are amply secure, the property being sold by the Commissioners under the Encumbered Estates' Act; and, taken as a mineral or a land investment, it is among the most valuable and interesting properties which has been brought to the hammer under its provisions.

**THE SLATE QUARRIES OF THE PRINCIPALITY.**—In our advertising columns, it will be observed that attention is directed to a slate quarry in Pembroke-shire, stated to produce a quality of slate equal, if in some respects not superior, to other valuable deposits, for which Wales is so remarkable, and which have long been worked with such extensive profit to the proprietors. We have received some average specimens from the vein (which may be seen at our office), which are of good colour, appear tough, yet hard, and free from that brittleness which characterises some descriptions of slate, rendering their value and stability very precarious. For roofing and paving purposes these slates appear unexceptionable; they are manufactured with the nicest accuracy by peculiar machinery, invented and constructed by the present proprietor, and we think the undertaking is worthy an inspection and the attention of capitalists, as giving indications of a prospective profitable enterprise.

**NORTH STAFFORDSHIRE COAL MINING COMPANY.**—In the Mining Journal of 24 July last, we announced the formation of a company for working a valuable colliery, extending under 300 acres of land, situated at Talk-o'-the-Hill, in the parish of Audley, Staffordshire. There are a number of seams of excellent coal, averaging a thickness of 27 yards, with beds of superior fire-clay, the property being surrounded by the thriving and populous towns of the Potteries, Sandbach, Crewe, the salt works, &c., presenting unlimited markets with cheap access in all directions by both land and water transit. The undertaking was divided into 50,000 shares, of 11. each, nearly the whole of which, we are informed, have been subscribed for. On Wednesday last the collieries were formally surrendered by the late lessee, and were taken possession of by the new company. Early in the morning the Union Jack was, by permission, hoisted on the chimney, while the surrounding inhabitants were informed by the roar of cannon that an auspicious day had dawned upon them. A procession was formed, headed by George Poinson, and Samuel Barnett, Esqrs., the trustees; Mr. A. McKean, the engineer; Messrs. W. Kirkham, T. Thorp, T. Oldham, S. Birk, directors; G. Mitchell, the purser; and about 500 colliers and workmen, accompanied by a band of music. Flags, banners, pikes, and mining implements were appropriately borne by the cavalcade, which was terminated by a long train of horses and carriages, properly decorated for the occasion, and bearing large specimens of the company's coal. At several hotels a supply of roast beef, with the usual concomitants, and plenty of good ale was provided; the afternoon was spent in the usual sports of the districts, walking and running matches, dancing, singing, and other amusements. After the trustees and directors had dined, the company resolved themselves into a public meeting, when several excellent and appropriate speeches were made, the usual popular toasts drank with enthusiasm, and the procession returned to the neighbourhood of the collieries without the slightest adverse circumstances to mar the pleasures of the day. We understand that the parties interested in this undertaking are principally gentlemen of influence and energy, connected with the district, who having satisfied themselves of the productive capabilities of the property, have invested capital for legitimate mining purposes.

## THE PROPOSED SHREWSBURY AND ABERYSTWYTH RAILWAY.

In this railway age, it may well excite surprise that so important a part of Great Britain as the Principality undoubtedly is should have remained so long without a great trunk line of railroad through the very heart of the country. And this surprise will be very much increased when our readers are informed that Central Wales is not only rich in mineral and agricultural produce, but also in flannel and other manufactures, which might be increased to an incalculable extent were the means of transit of a proportionate character. All that has yet been done in the shape of railway accommodation for the Principality, is the formation of two or three lines, which merely skirt the coast, and do not penetrate the heart of the country. Some six or seven years ago a line of railway was projected from Shrewsbury to Aberystwyth, via Newtown and Llanidloes; but, owing to the great opposition offered to the scheme, by the projection of several other lines varying in their routes, and also to the panic of 1846, its promoters were unable to realise their fond expectations. The scheme of 1845, which was then so ably propounded and advocated by Mr. John Bethell, of London, has been again brought forward in 1852 by the same gentleman. It is true he is now supported by the North-Western Company, and there is a slight deviation from the original route. We are sorry, however, to see that the feuds of 1845 and 1846 are not yet dead, and we feel assured, that unless the friends of the Shrewsbury and Aberystwyth Railway act with discretion and determination, this line will be lost a second time to the Principality. The projects now before the public are the Shrewsbury and Aberystwyth Railway, and the Montgomeryshire Railway, the latter terminating at Newtown. The former line, as before stated, is sought to be made under the auspices of the North-Western Company; and we think the latter may not unfairly be considered as an offshoot from the Shrewsbury and Chester Railway, though we believe the Cambrians are somewhat tenacious on that point. The Montgomeryshire line commences at Oswestry (to which town there is a short branch from the Chesham station on the Shrewsbury and Chester Railway), and passes on to Crickheath, Llanymynech, Welshpool, near to Caerfio, and up the Severn Valley to Newtown; in all, probably, a distance of 28 miles. The prospectus issued by the Shrewsbury and Aberystwyth Company a few weeks ago, stated their route to be—viz., from Shrewsbury through Hanwood, Pontesbury, Minsterley, Worthen, near Caerfio (from which place it was proposed to make a branch to Welshpool, being a distance of 6 miles), up the Severn Valley to Newtown, thence to Caerfio (from whence a branch was proposed to be made to Llanidloes, a distance of 12 or 13 miles); the line would then pass through Carno, Llanbrynmair, Machynlleth, and on to Aberystwyth. It was also proposed to make a branch from Machynlleth to Aberdovey, a small seaport 10 miles from the former place. As soon as the promoters of the Shrewsbury and Aberystwyth Company had given publicity to their views, the inhabitants of Welshpool and Oswestry became very indignant at the probability of those towns being thrust into a corner, and at once proclaimed in favour of the Montgomeryshire Company, which proposed to put them on a main line of railway. Some few landowners of "local" importance, backed up by a number of agents, amongst the most prominent of whom is the representative of a certain retired military gentleman, also declared against that part of the scheme which affects Welshpool. And we are sorry to see that they have so far succeeded, as to shake the determination of the directors as to the Rea Valley route, and cause them to direct a survey to be made from Shrewsbury through Onslow, Ford, Alberbury, Crigion, &c., to Welshpool. We earnestly hope, however, that the latter route will not be taken, for it would not only present greater engineering difficulties to the formation of the line, but, if made, we very much doubt whether the local traffic between Welshpool and Shrewsbury would cover the working expenses. On the contrary, the Rea Valley route seems with agricultural produce, and its mineral wealth is unknown. The district abounds with poplars, and the thriving villages which would furnish passenger traffic. The Snailbeach and other mines in that part of the valley would afford a large and lucrative traffic, to say nothing of the mines higher up the valley, which would undoubtedly furnish a large quota. The extensive agricultural districts of Bishop's Castle, Churchstoke, and a host of other places, which are at present literally destitute of railway accommodation, would find in this line a suitable means of transit for the produce of their corn-fields, &c.; while it would bring them back in return coal and lime. We must confess we see no reason why the natural course of a great line of railway should be deserted, either to suit the whims of a few country squires, or to appease the wrath of the selfish and unreasonable inhabitants of two insignificant towns like Welshpool and Oswestry. The former town would be provided with a branch from Caerfio, which would answer every purpose; and the latter would be connected with Welshpool by the Montgomeryshire line. It has been suggested that a junction be formed at Caerfio, and that the two companies run over the same rails from thence to Newtown. There could be no possible objection to that course, provided they could work amicably together, which we very much doubt. If the directors of the Shrewsbury and Aberystwyth Railway adopt the Rea Valley route, the shareholders may reasonably expect a fair return for their capital; but if, on the contrary, Onslow, Ford, Alberbury, and Crigion route is preferred, we fear that the profits of the line from Newtown to Aberystwyth will be required to pay the working expenses between Newtown and Shrewsbury.

Having disposed of this part of the subject, we now proceed to make a few observations with regard to the remainder of the line. At Newtown there are a large number of flannel factories, which at their present rate of working would give a considerable traffic. But if for the water-wheel was substituted steam-power, the produce of these factories would be increased tenfold. The reason why steam has not been generally adopted, is because of the great expense attending the carriage of coal. Were this line opened, it would not only serve as an outlet for their manufactures, but bring them coal at a cheap rate. The districts of Llanidloes, Machynlleth, and Aberdovey, abound with minerals, and would furnish a large and steady traffic. The harbour of Aberdovey is one of the best in Wales for depth of water and safety, being capable of admitting ships of about 300 tons burthen at neap tides; and vessels of from 700 to 800 tons burthen can enter the harbour and anchor with safety in 20 feet depth of water at spring tides. The inward tonnage of coal, limestone, and general goods in 1851 was about 15,000 tons; the exports cannot possibly be estimated, as no account is kept of cargoes of slate, timber, and other merchandise. The greater part, if not the whole, of this traffic would either pass over the branch line from Machynlleth to Aberdovey, or over both the main and branch lines. Aberystwyth being directly opposite Wexford, Irish provisions could be shipped to that port, and pass up this line on their way to the Midland Counties of England. Aberystwyth has been justly called the "Brighton of Wales"; and if it is now so thronged with visitors, who have to travel a distance of 84 miles on stage coaches, at high fares, who can estimate the large influx of excursionists that would be daily poured into it when the teeming populations of Wolverhampton, Bilston, Dudley, Birmingham, the Potteries, and other places, could be conveyed there in four hours, and at a comparatively trifling cost. We urge these considerations upon the shareholders, and those who reside in the districts through which the line is intended to pass; and once more remind them, that the Rea Valley and the Snailbeach mines will prove a more lucrative source of traffic than the thinly populated route by way of Onslow, Ford, Alberbury, and Crigion.

## PATENT LAW AMENDMENT ACT, 1852.

First set of rules and regulations under the Act 15th and 16th Vic., c. 83, for the passing of letters patent for inventions from and after the 1st day of October next. By the Right Hon. Edward Benthams Lord St. Leonard's Lord High Chancellor, &c., the Commissioners of Patents for Inventions under said Act. Whereas a Commission of the said Lord Chancellor has been appointed to be the Crown as the Great Seal Patent Office; and the Commissioners of Her Majesty's Treasury have, under the powers of the said Act, appointed such office as the office also for the purposes of the said Act. All petitions for the grant of letters patent, and all declarations and provisional specifications, shall be left at the said Commissioners' office, and shall be respectively written upon sheets of paper of twelve inches in length by eight inches and a half in breadth, leaving a margin of one inch and a half on each side of each page, in order that they may be bound in the said office. Every provisional protection of an invention allowed by the law officer shall be forthwith advertised in the *London Gazette*, and the advertisement shall set forth the name and address of the petitioner, the title of his invention, and the date of the application. Every invention protected by reason of the deposit of a complete specification shall be forthwith advertised in the *London Gazette*, and the advertisement shall set forth the name and address of the petitioner, the title of the invention, the date of the application, and that a complete specification has been deposited. Where a petitioner, applying for letters patent after provisional protection, or after deposit of a complete specification, shall give notice to the office of the Commissioners, of his intention to proceed with his application for letters patent, the same shall forthwith be advertised in the *London Gazette*, and the advertisement shall set forth the name and address of the petitioner and the title of his invention; and that any persons having an interest in opposing such application are to be at liberty to leave particulars in writing of their objections to the said application at the office of the Commissioners within 21 days after the date of the *Gazette* in which such notice is issued. The charge for office, or other copies of documents in the office of the Commissioners shall be at the rate of 2d. for every 90 words.

By the Lord Chancellor and the Master of the Rolls.  
Ordered, That there shall be paid to the law officers and to their clerks the following fees:—  
By the Person opposing a Grant of Letters Patent.  
To the law officer ..... £2 12 6  
To his clerk ..... 0 12 6  
To his clerk for summons ..... 0 5 0  
By the Petitioner on the Hearing of the Case of Opposition.  
To the law officer ..... £2 12 6  
To his clerk ..... 0 12 6  
To his clerk for summons ..... 0 5 0  
By the Petitioner for the Hearing, previous to the Final of the Law Officer allowing a Disclaimer, Memorandum of Alteration, in Letters Patent and Specification.  
To the law officer ..... £2 12 6  
To his clerk ..... 0 12 6  
By the Person opposing the Allowance of such Disclaimer, or Memorandum of Alteration, on the Hearing of the Case of Opposition.  
To the law officer ..... £2 12 6  
To his clerk ..... 0 12 6  
By the Petitioner for the Final of the Law Officer allowing a Disclaimer, or Memorandum of Alteration, in Letters Patent and Specification.  
To the law officer ..... £3 3 0  
To his clerk ..... 0 12 6

Ordered by the Lord Chancellor of Great Britain.  
All specifications in pursuance of the conditions of letters patent, and all complete specifications accompanying petitions and declarations before grant of letters patent, shall be filed in the Great Seal Patent Office.  
All such specifications shall be respectively written upon both sides of a sheet or sheets of parchment, each page being of the size of eighteen inches in length by twelve inches in breadth, leaving a margin of one inch and a half on each side of each page, in order that they may be bound in the books to be kept in the said office; but the drawings accompanying such specifications, if any, may be made upon larger sheets of parchment than of the size of eighteen inches by twelve inches, leaving a margin of one and a half inches, as aforesaid.

The charge for office or other copies of documents in the Great Seal Patent Office shall be at the rate of twopence for every ninety words.  
The Act directs that in cases where it is made to drawings in any specification deposited or filed under the Act, an extra copy of such drawing shall be left with such specification.  
The petitioner or patentee is required to leave at the office, on filing his specification, four extra copies of the drawings, if any—one copy to be transmitted by the Commissioners with the office copy of the specification to the Enrolment Office in Dublin, one other to the Chancery Office in Edinburgh, as directed by the Act, and the third copy for the use of the Queen's printer. The petitioner or patentee shall be repaid at the office the reasonable charges made by his draftsman for the three extra copies hereby required.

**BRITANNIA GOLD AND COPPER MINING COMPANY.**  
CONTRACT FOR WORK.—The Managing Committee of the BRITANNIA GOLD AND COPPER MINING COMPANY are ready to receive TENDERS for a new WATER-WHEEL, of 50 feet effective diameter, and 5 feet clear breast, on a construction to be approved by their engineer, for working overshot, and to be ERECTED AT THE MINE, four miles from North Molton, Devon. The tenders will be received and considered on Wednesday next, the 23rd inst., if delivered at the Company's office, No. 6, Barge-yard Chambers, Bucklersbury, London, by or before Two o'clock on that day. They must specify the materials and construction proposed, the time of completion of the whole of the work on the spot, and the entire cost of fitting in place complete, with proper bearings, the wheel-pit alone being provided by the mine. Further particulars may be obtained by reference to Captain Moorsom, consulting engineer, No. 17 A, Great George-street, Westminster; or to Captain Thos. Fezzy, Britannia Mine, North Molton, Devon.  
No. 5, Barge-yard Chambers, Sept. 16, 1852.

**THE STAFFORD GOLD MINING COMPANY, VIRGINIA.**  
CONDUCTED ON THE COST-BOOK PRINCIPLE.  
Divided into 30,000 shares, of £1 each; upon which £1 per share is payable on allotment, producing an adequate capital for efficiently working the mine.  
BANKERS—London and County Bank, Lombard-street.  
SOLICITORS—Messrs. Wilkinson, Gurney, and Stevens, Nicholas-lane.  
BROKERS—Messrs. Eykyn Brothers, Change-alley.  
OFFICES—98, GRACECHURCH STREET, LONDON.

**PROSPECTUS.**  
The promoters establishing this company have entered into contract for the purchase, in fee simple, of a highly valuable mineral property, situated within eight miles of Fredericksburg, in the county of Stafford, Virginia, U.S., containing 450 acres of land, in which very extensive and valuable veins of gold quartz have been discovered, and already satisfactorily developed. Arrangements have been made for obtaining a Charter from the State of Virginia at the next session of the Legislature. Regarding the promising condition of this property, its convenient locality, cheap motive-power, and cost of labour, and the extent and indications developed, the directors believe that the comparatively small capital required for the enterprise will afford to the shareholders large and speedy returns for their investments.  
For detailed prospectuses see the *Times* and *Mining Journal* of the 11th inst., and other papers of the 13th inst.

Application for the remaining shares to be made at the company's office, No. 98, Gracechurch-street; or to the brokers, Messrs. Eykyn Brothers, Change-alley.

**ANGLO-AUSTRALIAN GOLD MINING COMPANY.**  
(Completely registered, and incorporated pursuant to Act of Parliament.)  
OFFICES.—No. 33, ESSEX STREET, STRAND.  
Capital £30,000, in 30,000 shares of £1 each, to be paid up on allotment, without further call or liability.

APPLICATIONS for the UNALLOTTED SHARES may be made, and prospectuses obtained, of the secretary, at the offices of the Company; Messrs. Coombe and Nickoll, solicitors, 33, Essex-street; and Messrs. Brunton and Son, Auction Mart, Lotbary.

**LEWIS HILL RANGE (AUSTRALIAN) GOLD AND COPPER COMPANY.**  
(Completely registered, "en commandite," 18th Feb., 1852.)  
OFFICES OF THE LONDON AGENCY, No. 17, CORNHILL.

The Committee of Supervision have the pleasure to announce that, under the provisions of the Company, TWO GENTLEMEN have PROCEEDED to the COLONY in the ship *Emily*, and that THREE OTHERS SAILED for Port Philip, by the *Guiana*, on the 28th August.

The Committee having given considerable attention to the matter, in conjunction with the reports which have lately been received from Australia, have made arrangements, in accordance with the powers which they fortunately secured under the Deed of Settlement, for extending the working of the Company to other operations than that of gold seeking in a single locality, such as the establishment of mining and commercial stores, gold and gem buying, purchasing and selling colonial lands, &c.; they are convinced, from the information they have received, that this course will be highly beneficial to the shareholders.

**AUSTRALASIAN EMIGRANTS' MONETARY AID COMPANY.**  
PROVISIONALLY REGISTERED.

Thousands of British subjects are anxious to emigrate, but they cannot command the pecuniary means, and this Company, while offering to the public a highly profitable investment, has been formed to supply emigrants with aid on advantageous terms. The Directors have no doubt of being enabled to declare a dividend of 5 per cent. the first year, and 15 per cent. afterwards.

The Directors have the pleasure to announce, that a Petition has been presented by them, praying for Her Majesty's ROYAL CHARTER OF INCORPORATION of this COMPANY, and that the draft of the proposed Charter has also been lodged.

## FORM OF APPLICATION FOR SHARES.

To the Provisional Directors of the Australasian Emigrants' Monetary Aid Company.  
I request you to allot me shares in the above undertaking, and I hereby agree to accept the said shares, or any less number that you may allot me, and to pay the sum of 20s. for each at the time to be specified in your letter of allotment, and sign the Deed of Settlement when required.

Referee's name ..... Name in full .....  
Residence ..... Residence .....  
Occupation ..... Occupation .....  
Date ..... Date .....

For prospectuses and shares apply at the offices, or to Oliver Raymond, Esq., No. 6, Bank Chambers, the broker to the Company. JOHN BOYD, Manager pro tem.

## AUSTRALASIAN EMIGRANTS' MONETARY AID COMPANY.

The Provisional Directors have to INFORM the PUBLIC, that the ALLOTMENT OF SHARES is now in course of progress; and, in consequence of the numerous applications, the lists must be shortly closed. Those parties desirous of obtaining shares should make an early application. JOHN BOYD, Manager pro tem.

## THE GOLD SEEKERS' CHEMICAL BLOW-PIPE CASE.

To accompany Dr. SCOFFER's recent work on the "CHEMISTRY OF GOLD."  
This case contains all the necessary tests and apparatus for the qualitative analysis of most of the mineral substances to be found at the gold diggings. Price, with Gold £1 1s. and £1 10s.

Bland and Long, chemical and philosophical instrument makers, and operative chemists, 153, Fleet-street, London.

**MOLESCOMBE SLATE AND SLAB QUARRYING COMPANY.**—An association has just been formed for working the Molescombe Slate Quarries, situated about half a mile from the shipping place of Fromore, on the Salcombe, South Devon. The vein is about 60 feet wide from north to south, running east and west through the property, and a tunnel, 40 yards below adit, commands an almost inexhaustible supply of the best rock of any magnitude required. In addition to the usual blue slate, there is a light brown stratum, well adapted for ornamental paving and other architecture. There is a good steam-engine and tram-roads to the different works, with a tip fall for waste of 200 feet. There is a quantity of slates ready for market, the cost of the carriage not exceeding 1s. per ton; and in order to erect more powerful machinery, and further develop the resources of the quarries, it is proposed to raise a capital of 15,000l., in 11. shares, the proprietor to receive for the property 2500l., in cash and 2500 shares; if the amount is not subscribed the entire deposits will be returned. Mr. St. Pierre Foley has favourably reported on these quarries, showing that, by the present estimate, the profit cannot exceed 4000l. to 5000l. year, while, by the creation of one of greater power, it might be increased to nearly 12,000l.

**NANTLE VALE SLATE COMPANY.**—This company is formed for developing the slate and slab quarries of Ty-Mawr, situated in the parish of Llanfyllin, near Chesham, extending over an area of 75 acres, running 400 yards on the course of the vein, which is upwards of 600 feet in width, and the overburden sufficient slates of secondary quality to defray the expenses of opening the quarries, while the lower strata contain the light blue, purple red, and green slates of a quality equal to any in the Principality. The purple red, or silky vein, can be split into sheets half the thickness of a sixpence, and each description is free from spots or stripes, finely laminated, and will bear a great edgeway pressure with full deflection. The situation of the quarry is excellent, and every advantage has been taken of its position; ample space is provided for refuse heaps without covering the vein for a century, the present machinery, aided to effect a saving of at least 4000l. a year. The purchase of the quarry, buildings, implements, and machinery has been effected for 3500l., three-fifths in shares; rent 100l. per annum, and royalty 2s. 6d. per ton after 800 tons have been sold. The capital is 15,000l., in 11. shares, and from various reports of experienced quarry agents, there appears every reason to expect a large and quick return for the outlay.

**THE GOLD PRODUCE OF VIRGINIA.**—Among the auriferous enterprises which are drawing the attention of the capitalist and the speculative, is the Stafford Gold Mining Company, the promoters of which have entered into a contract for the purchase in fee simple of a mineral property reported to be of great value, situated about eight miles from Fredericksburg, in the county of Stafford, Virginia (U.S.). It extends over 450 acres of land, containing extensive and rich veins of auriferous quartz, which, from assays made by J. B. Chilton, M.D., of New York, has given very satisfactory results, and the contractors encourage a well-founded expectation that they will make a handsome return on full development. The land in an agricultural point of view is of excellent quality; 150 acres have been cleared, and are under cultivation, and although the mineral land properly so termed is 102 acres, it has been found that the entire alluvial soil yields gold, while veins of ironstone giving a produce of 45 per cent. are found on the estate. A water mill with stone dam has been erected, and is incomplete order, which can work stamps for 10 months, and in rainy seasons all the year; the quartz veins crop out on an extensive ridge 80 ft. high for a distance of 1½ mile, while the natural features of the property present facilities for economical operations, and above the water level may develop a large quantity of gold-bearing mineral, without the delays and expense of pumping. The climate is said to be remarkably healthy, provisions abundant and cheap, land and water carriage convenient, and mining and reduction labour, which is under State superintendence, may be obtained on contract for given periods, the cost of each man not exceeding 20l. per annum. The locality is within 14 days' sail from England, no royalties or taxes on the property of any description, and, looking at all the circumstances and indications, it is believed a capital of 30,000l., in 11. paid-up shares, will be ample for purchase and full operations, and that a large and speedy return will be the result.

**GREAT IMPROVEMENTS IN CHRONOMETERS AND OTHER TIME-KEEPERS.**  
—Philcox's patent diurnal spring for chronometers is evidently of great importance, and, when known, few persons requiring chronometers would have them unless made with that improvement—the great advantages being to correct the error caused by the expansion and contraction of the springs now used, and giving a uniform rate in all changes of temperature. It is equally applicable to pocket chronometers. We have also noticed a very useful little time-keeper, on Philcox's principle, adapted to railroad trains, for it is not affected by the tremor or motion of the carriages, and keeps a uniform rate, showing dead half-seconds, and which, from the moderate price it can be manufactured at, is calculated to supersede all other time-keepers at present in use. The pendulum, together with the chain and fuse, and all the delivery of the escape-wheel, are quite superseded. We understand a company is now being formed, for the purpose of carrying out the manufacture of these patent chronometers on an extensive scale, and that it has the prospect of great encouragement, from the trade especially.



# ALTARNUN CONSOLS TIN AND COPPER MINES, NEAR ALTARNUN, IN THE COUNTY OF CORNWALL.

ON THE COST-BOOK SYSTEM.  
In 4000 shares of £2 each (of which 3000 shares are for sale), deposit 10s. per share, and the remaining 1000, to be paid (if required) in quarterly instalments of 10s. each.

At present 1000 shares, held by 17 proprietors.

According to the cost-book of this mine nearly £6000 has been expended, including April cost, 1852, and its works have been carried on for several years by less than the above limited number of proprietors.

The leases are from William Vere Fane, Esq., the Rev. William St. Andrew Vincent, and George Giles Vincent, Esq., for 14 years, from the 25th December, 1847 (but renewable), at 1-15th dues.

At a general meeting of the adventurers, held on the 31st July, 1852, the following resolution was adopted:—  
"That the number of shares be now increased to 4000, consisting of 1000 old and 3000 new, of which 3000 shares, 1000 shares shall be apportioned to the old adventurers, according to their respective holdings, and the remaining 2000 shares disposed of at £2 per share, producing the sum of £4000 for the purchase of a steam-engine and other requisite machinery, and for a working capital, and that the said capital shall be raised by a deposit of 10s. per share on allotment, and by three instalments of 10s. each, payable every three months, if so much capital should be required, otherwise the amount is not to be called up."

There being 76 out of the 1000 old shares forfeited for non-payment of calls, and held by the company, the sale of these shares, on the basis proposed, will, approximately, liquidate the present liabilities of the mine, which are otherwise unimportant.

A sett called Trewhitt Marsh (which has been reported to contain an excellent copper lode) has lately been added to Altarnun Consols, by purchase of Mr. Northam, of Five Lanes. It adjoins the latter sett on the west, and can be developed by means of a powerful water-wheel now in use, but which may hereafter be used as well for crushing the tin ores. The mine has yielded, so far, about £800 worth of tin ore, all produced from shallow workings, the best quality of which has been sold at £57 per ton. The richness of the Altarnun tin is proverbial, and has been so for centuries past. The old shareholders, in introducing this adventure to public notice, feel convinced that a mining property of a more *bona fide* character is not to be found, but having already expended £2 per share upon it, and being few in number (seven-eighths of the mine being held, in fact, by four or five individuals), the infusion of new capital for providing an engine and suitable machinery, and for the future costs is essential, and to accomplish this object they make a considerable sacrifice of their past contributions to the costs in disposing of one-half the concern at a price considerably below its estimated value.

Applications for the 2000 shares may be made to Mr. James Crofts, the secretary, at No. 4, King-street, Cheapside, from whom may further explanation for the guidance and satisfaction of capitalists will be given, and specimens of the rich ore from the 20 fathom level shown.

\*. The 10s. per share deposit will become payable on allotment of the shares.

4, King-street, Cheapside, September 3, 1852.

Mr. Adam Murray, F.G.S., M.R.I., &c., has superintended the workings of the mine for nearly the last two years, and from time to time reported to the adventurers on its highly favourable prospects, but has already contended for the application of steam-power as essential to its development. Mr. Murray's reports can be had of Mr. James Crofts, and extracts therefrom appeared in this Journal of the 28th August.

Captain James Hosking, who has much reputation as a practical miner, and who is acquainted with the district, has also made a highly favourable, but lengthy, report, which will be found in the prospectus issued from the office.

# ARUNDELL UNITED COPPER MINES, NEAR ASHBURTON, DEVON.

OFFICES.—No. 11, CHANCERY-LANE, LONDON.

TO THE SHAREHOLDERS: The committee have the satisfaction to communicate the following report, just received from Capt. Williams:

ArundeLL United Mines, Sept. 15.—Every day increases the value of our lode. The specimens sent a few days ago are by no means comparable with what we have raised since, and still are raising. I can say, with confidence, that the lode we now have is the best ever opened at the depth in the two counties. The Devon Great Consols was never so rich as our Arundell lode now is at such shallow depth. We have tons now at surface of the lode, with fine specimen stones from  $\frac{1}{2}$  to  $\frac{3}{4}$  cwt., splendid; and I believe, when we stop the lode back to the hanging wall, it will be much better than it is now. We are sinking down by the foot wall now, while the water is easy, and when the water comes more quick we shall be able to stop away the lode to the hanging wall, and shall then be able to save the black copper, of which we have a great deal; but in sinking now there is some of it goes off in the water, and as that sort of ore will not stand the water, it must be saved dry. The adit level continues just as before stated, good killas ground, and the water very much in every hole that is bored. We certainly must cut the lode very soon; I am much annoyed in not cutting it before now, but, as I have before stated, I cannot account for it. I should be glad if Dr. Watson, or any of the shareholders, could come down and see the splendid stones of copper we have at surface, and just think what we are sure to have when this lode is intersected at the depth our adit level will intersect it. I have before stated it is only depth that is wanted to make this, the Arundell Mines, the best in the two counties, and the deeper we go the more it convinces me of the fact. I will forward you specimens that will indeed astonish you. There is a great excitement in this neighbourhood about the affair. A person told me this morning he was sure that there was gold in the stuff we are raising.

The sample ores are now at the mining offices for inspection by the shareholders. The following is a copy of the certificate of the mining engineer:—

Sept. 17.—I have inspected the specimens sent to you from the Arundell lode, and I hereby certify them to be high class copper ores, particularly rich in the black oxide, and, at the shallow depth from which they come, more than ordinarily free from admixture of foreign minerals.

J. J. W. WATSON, Ph.D., F.G.S.

Parties continuing to apply for shares are again respectfully informed that they cannot be obtained at the original subscription; persons desirous of shares must, therefore, obtain them in the usual way—by application to sharebrokers, or by private purchase.

J. W. ARUNDELL, Sec.

4, Chancery-lane, London, Sept. 17, 1852.

# DEVON KAPUNDA COPPER AND SILVER-LEAD MINE.

Divided into 6000 shares.

OFFICES.—No. 26, THROGMORTON-STREET, LONDON.

This MINE is parallel with, and contiguous to, the Devon Great Consols, in one of the richest and most extensive metalliferous districts of England. The lodes are intersected by the great cross-course of Wheal Maria, which has invariably proved the prolific source of large deposits of ore throughout its whole course, from Gunnis Lake and the Bedford United Mines on the south, up to the Devon Great Consols, where copper ores exceeding 5000,000 in value have been raised from a single lode.

Upwards of £15,000 have been judiciously expended by Messrs. John Taylor and Sons and others, in driving an adit level nearly 300 fathoms on the course of one of the east and west lodes, sinking down an engine-shaft, 44 fathoms from the surface, driving levels 14 and 22 fathoms below the adit, and in the erection of a new steam-engine of 40-hp cylinder, and all requisite machinery for developing the mine to at least 150 fathoms deep.

The houses, machinery, plant, and workings of the mine are all in the most efficient condition. The lode already driven on in the adit, and in the 14 and 22 fathom levels, is the richest silver-lead lode in the county of Devon, averaging in the present workings from 2 to 3 tons of lead per fathom, the produce of which is 15½ to 20 for lead, and 88 ozs. of silver per ton.

The wheel-shaft is now being sunk on the course of the lode from the 14 to the 22 fathom level; the estimated produce of the lode is 6 tons of silver-lead per fathom of the shaft, and the value at least £20 per ton. Another remarkable and distinctive feature of this mine is the discovery of the largest and richest copper gossan lode ever yet seen in the same locality since the development of the Wheal Maria lode; this lode is parallel with the silver-lead lode, and distant therefrom at surface about 20 fathoms south, is composed of the richest gossan, thickly interspersed with yellow and coated copper ore, and at 5 fathoms from the surface, the greatest depth at which it has yet been reached, is 14 feet wide.

This splendid lode will shortly be intersected by the cross-cut now being driven from the adit level southward at 22 fathoms from the surface, and immediately afterwards by another short cross-cut from the 22 fathom level below the adit, or 44 fathoms below the point where it has already exhibited such unquestionable characteristics.

No doubt is entertained of opening into a valuable course of copper ore in these levels. There are several tons of rich silver-lead ores now at grass, and in course of being dressed. A great many fathoms of fine ore ground have been laid open, which will now be worked at a low tribute, and realise considerable returns.

Surveys of this valuable property have been made by Mr. Evan Hosking, Mr. Jehu Hitchins, and other eminent mineral surveyors, whose opinions are uniform and unqualified as to the high character and productiveness of this mine.

Specimens of the silver-lead and gossan may be seen at the offices, 26, Throgmorton-street, where applications may be made for the shares: 4000 shares are already taken up; an early application, therefore, is necessary for the remaining 2000 shares, which will be issued at £3 10s., including a call of 10s. per share.

Parties desirous of investing are invited to inspect the mine, or to send their own agents to do so.—London, September 16, 1852.

# GREAT WHEEL TONKIN COPPER, TIN, AND SILVER-LEAD MINING COMPANY.

Now in full work.—Conducted on the "Cost-book" System.

In 6000 shares, of £1 each.

COMMITTEE OF MANAGEMENT.

JOHN FORREST, Esq., Mineralogist, Somerset-town, London.

W. WHITE, Esq., Professor of Chemistry, Bow.

H. MOLYNEUX, Esq., Kingsland.

W. LELAND, Esq., 76, King William-street.

(With power to add to their number.)

BANKERS.—Union Bank of London, 4, Pall-Mall East.

RESIDENT MANAGER.—Robert Serjeant, Esq., Callington.

SOLICITOR.—Thomas Thompson, Esq., 11, Smeaton-street, City.

SECRETARY.—Mr. R. T. Molyneux, 10, Buckingham-street, Strand, London.

This MINE is situated in the south-west declivity of Kit Hill, and Hingston Down, near CALLINGTON, in the celebrated rich metalliferous district of EAST CORNWALL. Leases have been obtained of this valuable mineral property from the Right Hon. Lord Ashburton and George Stode, Esq., at a moderate royalty.

The sett is very extensive, and contains numerous lodes, in strata highly congenial for mineral deposits. Five of the lodes have been opened, and others have been worked in the adjoining mines. One lode is from 6 to 6 feet wide, of considerable value, producing rich black, grey, and yellow ore, at a depth of 4 fathoms only from the surface. A second lode, 6 feet wide, produces tin of excellent quality; three other lodes have appearances of the most flattering character, and all the workings have lately been inspected by several mining surveyors, whose practical knowledge is universally admitted, and abstracts of whose reports are appended.

The present proprietors have much pleasure in being able to state, that from discoveries already made, the working capital of £3000, which will be devoted to the operations of the mine, is, by experienced miners, considered amply sufficient to erect the necessary machinery, and do all the work required to bring the mine into a dividend-paying state. The proprietors reserve a right of 3000 shares, as compensation for work done and discoveries made—expenses already laid out on the mine, &c. There will be no liability beyond the 20s. per share.

Detailed reports, from experienced mining captains, appeared in the *Mining Journal* of the 31st July, and which, with every further particular, may be obtained at the offices of the company, 10, Buckingham-street, Adelphi, Strand; and of Messrs. Molyneux and Co., No. 114, Bishopsgate-street, London, where specimens of the ore may be seen, and applications made for the remaining shares.

# THE NANTLLE VALE SLATE COMPANY, NORTH WALES.

ON THE COST-BOOK SYSTEM.

Capital £15,000, in shares of £1 each, to be paid up in full.

OFFICES.—32, MOORGATE-STREET.

SOLICITORS.—Messrs. Murray, Rymer, and Murray, 7, Whitehall-place.

CONSULTING ENGINEER.—Thomas Rowlandson, Esq., C.E., F.G.S.

PURSER AND SECRETARY.—Mr. J. Bacon.

BROKERS.

H. Druitt, Esq., 23, Tokenhouse-yard, London.

Messrs. Ludlow, Brothers, Exchange-court, Liverpool.

Messrs. Duffield, Lofthouse, and Whitworth, Manchester.

William Mudie, jun., Esq., Glasgow.

R. W. Latertouche, Esq., Dublin.

J. K. Thomas, Esq., Bristol.

J. W. Flint, Esq., Hull.

Messrs. Hughson and Dobson, Royal Exchange, Edinburgh.

This Company is formed for the purpose of more fully developing the TY-MAWR SLATE AND SLAB QUARRIES, situated about seven miles from Carnarvon, on one of the most productive tracts in the principality. The quarries are extensively opened, and are capable of producing upwards of 500 tons of the most marketable slate per month. Land to the extent of 75 acres has been secured; and there is ample space on the sides of the vein for the refuse tip to accumulate; and also an abundant supply of water from the adjacent mountains to work the requisite machinery. Attached to the quarries is a free wharf and quay at Carnarvon. The property will be held under a lease for a term of 21 years; and it is intended to commence the works at the quarries on the 1st of October next, as slate can be immediately obtained and sold. From estimates prepared upon the practical working, it appears that the capital proposed to be raised will suffice for the payment of the purchase money, defray the cost of fully developing the capabilities of the quarries, provide an ample floating capital for carrying on the works, and pay a dividend of 40 per cent. to the shareholders.

Prospectuses, with forms of application, and reports of parties practically acquainted with quarrying operations, may be had of the solicitors, brokers, or at the offices of the company, No. 32, Moorgate-street. NO APPLICATIONS FOR SHARES WILL BE RECEIVED after the 21st of SEPTEMBER.

# MOLESCOMBE SLATE AND SLAB QUARRYING COMPANY, SOUTH DEVON.

ON THE COST-BOOK PRINCIPLE.

In 15,000 parts, or shares, of £1 each, to be paid in full upon allotment.

OFFICES.—No. 2, WINCHESTER-BUILDINGS, CITY.

PROSPECTUS.

THE MOLESCOMBE QUARRIES are situated about half a mile from the village of FROMORE (a shipping place), on the River Salcombe, in the South of Devon.

The width of the slate vein is about 60 feet north and south through the extent west of the property. The rocks are of a tabular form, and admit of the manufacture of slates and slabs of any magnitude required, and of the best quality.

The quarries have been opened extensively by a tunnel, 40 yards under the adit level, and worked in three divisions, which command an almost inexhaustible extent of slate and slab rocks, on the vein through the western portion of the property, and afford ample room for 100 quarriesmen.

Besides the slate and slab a beautiful light brown stratum, well adapted for ornamental floorings, is at command. This would amply repay for working, in consequence of the present architectural demands for such material.

An excellent steam-engine (patent combined double cylinder) is erected to draw, pump, and perform the sawing and planing departments. Tramways are laid down to the different works and floors, beyond which there is fall for waste of about 200 ft., and the whole requires some additional appliances to put the quarries in a complete state for immediate returns. A large quantity of metal is now ready for market, and the cost of transit to the shipping place does not exceed 1s. per ton. The durability of the metal is satisfactorily tested by the fact of buildings in the neighbourhood having been covered from this quarry for upwards of 200 years.

The proprietor is desirous of erecting machinery of greater power, in order to prosecute operations for developing the resources of the quarries on a scale commensurate with their acknowledged capabilities. It is, therefore, proposed to raise a capital of £15,000, in 15,000 shares, of £1 each, to be paid upon allotment, so as to limit the liability of shareholders, and to obviate the necessity for further calls, as this sum is estimated to be amply sufficient for every contingency.

Of the £15,000 so proposed to be raised, £5000 is to be paid to the proprietor for his interest in the undertaking, and for a large and valuable plant, stock, &c., on the quarries—viz., £2500 in cash, by moieties of the subscriptions as received, and the remainder in shares, paid up to the extent of £1 per share. No expenses will be incurred, nor will operations commence unless £5000 be subscribed. If that sum should not be subscribed, the entire deposits will be returned without any deduction for preliminary expenses, which will, in that event, be borne by the proprietor.

For details of the quarry, and its capabilities, reference to be made to the reports of St. Pierre Foley, Esq., and Capt. Edwards, upon whose authority it is estimated that a profitable return for capital invested may confidently be expected, the more especially as the demand for slates is continually increasing to an unprecedented extent.

Applications for shares may be made in the usual form to Mr. T. A. Redwin, No. 2, Winchester-buildings, City.

# VYVYAN UNITED IRON AND COPPER MINES, WITHIEL, CORNWALL.

A FEW SHARES TO BE DISPOSED OF in this promising undertaking, which up to the present period has been carried on by private individuals; but the mine has lately been divided into 3750 shares, and is now conducted on the Cost-book Principle.

This property holds out most cheering prospects; there is a large vein of iron ore running north and south, averaging a produce of 60 per cent. of metal; and from contracts already entered into for the supply of 500 tons per month, a good profit is shown, after providing for the entire cost of the mine. TWO COPPER LODES are opened upon, producing grey copper ore of excellent quality, the average of two samples giving 57½ and 60 per cent. respectively. From the appearance of these lodes, and the congenial nature of the strata, it is assumed that the undertaking, when fully developed, will give large profits to the shareholders.

The official assays, with specimens of the ore, may be seen at the offices of the company, No. 5, Gresham-street, City; and applications for shares may be addressed to J. B. Balcombe, Esq., 19, Royal Exchange, London.

# LAMERTON UNITED COPPER MINING COMPANY.

Divided into 4096 shares.

CONDUCTED ON THE COST-BOOK PRINCIPLE.

BANKERS.

Messrs. Barclay, Bevan, and Co., London; Devon and Cornwall Bank, Tavistock.

OFFICES.—51, THREADNEEDLE STREET, CITY.

This mine is situated in the parish of Lamerton, Devon, distant two miles from Tavistock, and granted by John Bayly, Esq., for 21 years, at 1-15th dues. It has been satisfactorily ascertained that there are several large and promising lodes running through the sett, in an east and west direction, intersected by powerful cross-courses, the principal lode being a continuation of the Great Wheal Friendship Copper Mine, being distant only half a mile from this celebrated mine, which has returned upwards of £1,152,662 worth of ore, and has continued to pay handsome profits to the adventurers upwards of 50 years. This lode has been opened in this sett, and averages 6 ft. wide, composed of gossan, spar, pryan, peach, and mundie, interspersed with copper ore, and corroded with oxide or sulphate of copper. Two other lodes have been opened on to the south of this, presenting every indication requisite for the production of copper ore. There is every facility for developing the mine to a depth of 100 fathoms, being ample water to command a 40-feet wheel, and adits may be driven, which will give 60 fathoms of backs to explore.

Applications for shares to be made to T. Fuller and Co., 51, Threadneedle-street, London, where prospectuses, with reports, and every information may be obtained.

REPORT OF CAPTAIN JOHN BRAY AND HENRY HORSWILL.

In compliance with your request, we have this day inspected the Lamerton United Mine, and beg to hand you our report thereon. The mine is situated in the parish of Lamerton, Devon, about 2½ miles from Tavistock, and held under lease from John Bayly, Esq., at the moderate dues of 1-15th. It is bounded on the east by the Walls Brook, north by the Wheal Friendship, and south, by enclosed lands on Heathfield Common. The sett is extensive, being 1 mile east and west on the course of the lodes, and about the same distance north and south. The stratum is killas or clay-slate, of a compact character, and of a dark blue colour, similar to that of Wheal Friendship Mine. There are floors of elvan passing through the killas, more especially in and about the lodes. Three lodes have already been intersected, and two cross-courses and other lodes are known to exist, but have not been opened on; they are designated by the North Lodes, the Wheal Friendship, Middle, and South Lodes. The middle lode, on which your operations are chiefly confined, has been opened on by shade pits, in a westerly direction from the Walls Brook; its general character is large and promising, composed of gossan, iron quartz, and occasional spots of ore, underlying north, and carrying a flooken on the footwall, which is regular. A cross-cut is now being driven towards this lode. The present end is about 11 fms., and the calculations are, that 8 fms. more will reach it about 10 fms. deep, at which point you will be better enabled to judge its appearance. 25 fms. north of the middle lode another is to be seen crossing the rivulet, supposed to be the Wheal Friendship lode, and its direction will justify the supposition. It is about 10 ft. wide, composed of gossan, iron, spar, and eagle, or a hard character, and is a strong and masterly lode. The cross-cut before referred to, is intended to be continued on to this lode; and there are reasons for believing that something of a favourable description will be met with. Some considerable distance south of the middle lode an adit level has been driven about 2 fms.; on another lode its appearance is, however, not of so promising a character as the others, and I think you are justified in suspending operations on it, at least for the present. A shaft is also being sunk, and its present depth is about 6 fms., which is expected to intersect one of the north lodes in about 2 fms. deeper, when its character will be determined. The similarity of strata, and the lodes, being that of the old Wheal Friendship Mine, which for a great number of years, and with every prospect of continuance, has yielded vast returns, there is embraced within it a fair and legitimate field for speculation. There is an excellent stream of water available for the erection of a 40-ft. wheel, which will carry on your workings to a considerable depth, and which must be considered as a great advantage in mining undertakings. An adit level can also be brought in from 40 to 50 fms. deep in different parts of the sett. It is, therefore, hoped that the necessary capital will be found for the prosecution of the various lodes, as their appearances may be seen.

JOHN BRAY AND HENRY HORSWILL.

To Thomas Fuller, Esq., 51, Threadneedle-street; London, July 2, 1852.

REPORT OF CAPTAIN THOMAS CARPENTER.

According to your request I have inspected the Lamerton United Mine, which is situated in the parish of Lamerton, Devon, about 2½ miles from Tavistock, and about a mile west from Wheal Friendship, and is on the run of the same lodes. This sett is very extensive, being about a mile on the course of the lodes, and has five very promising copper lodes running through the entire length of the sett, which have been opened on the backs, it is composed of gossan, spar, peach, mundie, spotted with yellow copper ore, likewise two large cross-courses. The ground is mineralised throughout, and can be proved to the depth of 50 fms., with a small capital, by driving in a deep adit level, which would cut all the lodes, and give 50 to 60 fms. of backs. The Walls Brook, which is a never-failing stream, bounds the sett on the east, and has a fall of upwards of 40 feet, can likewise be applied for pumping, crushing, or any other purpose that may be required. I strongly recommend the sett to capitalists as good investments. The lodes are large and very promising near the surface, and can be worked with little expense.

THOMAS CARPENTER (of Wheal Arthur).

# Summerville Estates Court, Ireland.

# THE AUDLEY ESTATES, COUNTY OF CORK.

In the Matter of the Estate of the Right Honourable GEORGE EDWARD LORD BARON AUDLEY, Obedient.

Also the MINES AND MINERALS of all said lands, and which will be sold in ONE LOT, as in and to the said Deed.

Also the IMPROPRIATE TITHE RENT-CHARGE of the parishes of AFFLE DOWN, KILCOE, and CAPE CLEAR; and the three parishes of KILKATTERA, KILLOCANAGH, and KILMANAGH, forming the Union of Bantry, situated in said West Riding of CORK.

The several denominations of land, and the improper tithe rent-charge, were demised in the year 1755 by James Earl of Castlehaven and Baron Audley to Mr. William Hall, for a term of 99 years, of which term there is one year and a half to run from November next, and the several lots will be sold, subject to the residue of that term.

The rent reserved by said lease of 1755 being £535 7s. 6d., present currency, has been apportioned amongst the several lots of land, and each purchaser will be entitled to receive such portion thereof during the term of said term as is stated in the particulars of his lot.

THE MINES OF COPPER and other MINERAL PRODUCTS of the ESTATES, which are deemed very valuable, will be sold separately from the lands, and immediate possession can be given to the purchaser. Mr. Henry English has recently inspected these mines, by order of the Commissioners, and his report will be found attached to the rental.

Dated this 17th day of August, 1852.

For rentals and further particulars apply at the office of the Commissioners, at Henrietta-street; or to Sir Matthew Barrington, Bart., Son, and Jeffers, solicitor, having charge of the sale, 10, Ely-place; Richard Scott, Esq., solicitor for Lord Audley, 16, Middle Garden-street; William Brophy, Esq., 13, Fitzwilliam-square; and Messrs. White and Fry, 13, Lower Mount-street, Dublin; and to Messrs. Young and Jackson, 12, Essex-street, Strand; Peter Brophy, Esq., 19, South-parade, James's-park; and to Messrs. Fry and Loxley, 80, Cheapside, London.

MALLEABLE IRON-WORKS AND PROPERTY.—TO LET OR SELL.—These works, belonging to the WEST OF SCOTLAND MALLEABLE IRON COMPANY, situated at MOTHERWELL, in the county of LANARK, are capable of producing RAILS, PLATES, SHEETS, and NAIL RODS, besides the iron usually required by the trade. Also, the LANDS OF BRAIDHURST and MILTON, lying contiguous to the works, and extending to about 300 acres, or thereabouts, as described in former advertisements.

For further particulars, application may be made to Moncrieff, Paterson, & Forbes, No. 45, West George-street; or to James Anderson, at the Company's office, No. 11, West Hill-street, Glasgow.

IRON-WORKS IN AYRSHIRE.—TO BE SOLD, BY PRIVATE BARGAIN, the IRON-WORKS at MURKIRK, with the valuable COAL, IRON, STONE, and LIMESTONE FIELDS adjoining, held on lease by the proprietor. There are THREE BLAST FURNACES, and MALLEABLE IRON MACHINERY, moved by water-power. The latter is capable of producing about 80 tons of cast iron bars or rails weekly. There is a MANSION HOUSE, and large extent of WORKMEN'S HOUSES, as well as all subsidiary accommodation for carrying on the business of ironmaking. This field and work are well known to produce the best quality of pig and bar-iron, and at a rate fully as low as that at any other works in Scotland.

Also, the IRON-WORKS at LUGAR, with the very extensive and valuable MINERAL FIELDS, held on lease from Sir James Boswell. The Black-band Ironstone is known to be of the best quality, and is not expensive work. There are also extensive fields of coal in the lease. THE MANAGER'S HOUSE and the WORKMEN'S HOUSES are all new and commodious.

Both works are situated on the Glasgow and South-Western Railway, by which there is direct communication with the ports of Ayrshire, with England, and with Glasgow. The freights from the Ayrshire ports to Liverpool, Belfast, &c., are moderate. The furnaces and blast-engines at both works are in the best order, and capable of producing a large quantity of pig-iron.

For particulars apply to Messrs. Aitken and Moffat, accountants, Glasgow; Messrs. Walker and Melville, W. S., Edinburgh; or Messrs. Bannatyne and Kirkwood, writers, Glasgow.—Glasgow, Sept. 1852.

# TO IRONMASTERS, CAPITALISTS, AND OTHERS.—TO BE SOLD, BY PRIVATE CONTRACT, all those valuable and extensive WORKS, known as the PARKFIELD IRON-WORKS, near WOLVERHAMPTON, together with the MINERAL PROPERTY thereto belonging. These works comprise FOUR BLAST-FURNACES, and HOT-AIR OVENS, TWO newly-erected CONDENSING STEAM-ENGINES, of 60-horse power each, of the most modern construction, and in the best possible working condition, most ample boiler room and apparatus, together with all the necessary PLANT and MACHINERY for carrying on the works.

THE MINERAL PROPERTY consists of ONE HUNDRED ACRES of FREKHOE LAND, with a good part of the mines therein unopened; FIFTY-SEVEN ACRES of LEASEHOLD LAND, 54 years of which remain unexpired, and about 30 acres of the mines are unopened; also ONE HUNDRED AND TWO ACRES of LEASEHOLD LAND, the leases of which expire at various periods. The mines under the same now being worked.

The works are admirably situated for canal conveyance, and the Stour Valley Railway runs within 500 yards of the furnaces, into which a siding is contemplated, and can be attached at pleasure; indeed, the whole forms a most desirable investment to capitalists or men of business, who would be treated with liberality, and to whom every satisfactory reason will be given for the present proprietary wishing to retire.

For particulars, and to treat, apply to Mr. John Pugh, managing partner, at the works; or to Mr. W. Kirk, works, engineering, and general agent, auctioneer and valuer, 24, Princess-street, Manchester.

# VALUABLE COLLIERIES NEAR WAKEFIELD.—TO BE LET, ON LEASE, the LOW LAITHS COLLIERY, in the townships of ALVERTHORPE, with THORNES and OSSETT CUM GAWTHORPE, under the district called the New-park and Low Laiths, containing the valuable and well-known beds of coal called the Gawthorpe, Haigh Moor,



**RAILWAY WAGONS.**—WM. A. ADAMS, MIDLAND WORKS, BIRMINGHAM.  
BROAD AND NARROW GAUGE COAL AND IRONSTONE WAGONS.  
IN STOCK—FOR SALE OR HIRE.

**JOSEPH WILSON, AND BELL, NEWCASTLE-ON-TYNE.**  
MANUFACTURERS OF BAR-IRON, RAILWAY BARS, FORGE AND ENGINE  
WORK, CAST-IRON GOODS, AND STEWART'S PATENT CAST-IRON GAS  
AND WATER PIPES.  
OFFICE, 7, ST. MARK'S, LONDON.

**MR. ALFRED SENIOR MERRY, DEALER IN COBALT AND  
NICKEL ORES, AND ASSAYER IN GENERAL.**  
Address—LEE CRESCENT, BIRMINGHAM.

**MR. THOMAS EDINGTON** (late Senior Partner of the Phoenix  
Iron-Works, Glasgow), IRON MERCHANT AND CONTRACTOR,  
INSPECTOR OF RAILWAY BARS AND CASTINGS,  
No. 17, GORDON-STREET, GLASGOW.

**AGENT (on COMMISSION) for the PURCHASE of SCOTCH PIG-IRON, RAILWAY  
BARS, BAR-IRON, AND CASTINGS.**  
**AGENT for the SALE of ENGLISH BOILER-PLATES, ANGLE AND RIVET IRON,  
ANCHORS, CHAINS, CABLES, NAILS, STEEL, &c.**  
**AGENT for numerous PARTIES in GREAT BRITAIN, IRELAND, GERMANY,  
FRANCE, AMERICA, INDIA, AUSTRALIA, &c.**

**MESSRS. JOHNSON AND MATTHEY** beg to inform MERCHANTS  
AND IMPORTERS OF ORES that they have taken the SUFFERANCE WHEAR  
AND WAREHOUSES at MILLWALL, known as "MELLISH'S SUFFERANCE  
WHEAR," extending from the RIVER THAMES to the FERRY-ROAD, and erected  
STEAM-ENGINE AND MACHINERY for CRUSHING AND GRINDING GOLD  
QUARTZ, SILVER, LEAD, AND OTHER ORES, and having such properly mixed  
and sampled for sale; they are also erecting FURNACES and APPARATUS for the  
REDUCTION OF ORES OF CERTAIN CLASSES, on much improved principles.  
The management will be under a gentleman who has had very great experience,  
who will reside on the premises, and act under the immediate supervision of Messrs.  
Johnson and Matthey. The ore floors and warehouses are well secured, and only  
those persons engaged in the operations who are well qualified, and of known respect-  
ability of character.  
The want of such an establishment for the Port of London has been long felt, and  
Messrs. Johnson and Matthey feel confident of giving satisfaction to those who con-  
sult them on their ore. Office, 79, Hatton-garden, London, July 28, 1852.

**ORES AND MINERALS CAREFULLY ASSAYED**  
BY WILLIAM LONGMID AND SON.—SAMPLES may be LEFT at Mr. C.  
SMITH, carver, gilder, and printseller, 28, BILITER-STREET, CITY; or FOR-  
WARDED, carriage paid, to the LABORATORY, 31, BEAUMONT-SQUARE, MID-  
DLESEX, LONDON.

**MINE SHARES.**—MR. J. H. MURCHISON has SHARES  
FOR SALE IN MINES IN CORNWALL AND DEVON, of great promise and  
in full operation, including Wheal Crebor, Boringdon Park, East Boringdon, Caradon  
Wood, Wheal Fanny, Wheal Williams, East Wheal Russell, North Wheal Robert,  
West Goggin (Wheal), &c. Copies of the most recent statements of accounts  
and reports may be obtained on application.—35, Threadneedle-street, London.

**GENERAL MINING AND MINE REPORTING OFFICES,**  
1, CROWN-COURT, THREADNEEDLE-STREET, CITY.  
Messrs. M. FRANCIS & CO., MINING BROKERS, appreciating the desideratum  
of PROVIDING the most AUTHENTIC INFORMATION respecting BRITISH and  
FOREIGN MINES for those who desire to INVEST SAFELY, have OPENED this  
OFFICE for the REGISTRATION AND CLASSIFICATION OF THE DIVIDEND-  
PROMISING AND WORKING MINES. Their REGISTER will be found a VALU-  
ABLE INDICATOR, as from more than 20 years' experience in the successful  
management and management of mines, they can confidently advise, so has to insure the  
most certain and remunerative returns.  
\* \* Shares Purchased and Sold—Mines Inspected, &c.

**MESSRS. MOLYNEUX AND CO.'S MINING OFFICES**  
REMOVED from No. 34, THREADNEEDLE-STREET, CITY, to No. 114,  
BISHOPSGATE-STREET WITHIN, opposite CHURCHY HALL CHAMBERS.  
WEST END OFFICES.—No. 10, BUCKINGHAM-STREET, ADELPHI.

**MESSRS. MOLYNEUX AND CO., 114, BISHOPSGATE-STREET  
WITHIN, opposite CHURCHY HALL CHAMBERS, and 10, BUCKINGHAM-  
STREET, ADELPHI.** Offices of the Wheal Fortune (South Tawton, Devon), Great  
Wheal Tonkin (Callington), Inney Consols (South Petherwin, Cornwall), Wheal Henry  
Paul, Cornwall, and other mines.

**MINING, RAILWAY, AND INSURANCE SHARES.**—  
MR. C. DANIEL, No. 3, GEORGE-YARD, LOMBARD-STREET, OFFERS  
his SERVICES for the PURCHASE or SALE of the ABOVE DESCRIPTION of  
PROPERTY, and not being a jobber, transacts business for principals only, on com-  
mission, and will be happy to furnish information by post or otherwise.

**MR. THOMAS BROWN, MINE SHARE BROKER, RIDGWAY,  
PLYMOUTH, DEVON, has SHARES FOR SALE** in Devon Mines of great  
promise, now in full operation, including Yeoland Consols, Boringdon Park, Bottle Hill,  
Wheal Sidney, Tavy Consols, Devon and Courtenay, Gawton United, Exmoor, &c.  
N.B. All reports may be obtained on application to Mr. Thos. Brown, at his office.

**CROKER BROTHERS, STOCK AND SHAREBROKERS,  
PLYMOUTH.**

**MR. E. COOKE, MINE SHARE BROKER,  
No. 2, FRANKFORT-STREET, PLYMOUTH.**

**MR. GEORGE CARNE, DEALER IN STOCKS AND SHARES,  
28, THREADNEEDLE-STREET, LONDON.**

**MR. E. B. BROWN, 2, ADAM'S-COURT, OLD BROAD-STREET,  
LONDON, DEALS in all the DIVIDEND-PAYING MINES of CORNWALL  
and makes ADVANCES ON THE SAME.**

**MINES.**—MR. CLARKE, 75, OLD BROAD-STREET, LONDON,  
BUYS and SELLS SHARES for parties in dividend, promising, and more  
speculative mines, on the best terms he can command, giving his principals the EN-  
TIRE ADVANTAGE, and for the usual consideration; without mixing up his own  
shares, unless he states the fact. These points he is determined to carry out; and the  
more orders the greater the facility for action.

**MINING RECORD OFFICE, 26, AUSTINFRIARS, LONDON.**—  
MR. MANUEL'S OFFICES are expressly for the USE of COMMITTEES and  
COMPANIES conducting their BUSINESS in LONDON, and entirely free from share  
trading. MR. MANUEL will be happy to CONDUCT the LONDON AGENCY of any  
MINES now at work, or about to be worked, he having spacious and convenient  
OFFICES for that PURPOSE.—Terms on which the business is conducted to be had  
on application, either by letter or in person.  
Sixteen years' experience will enable Mr. Manuel to give suitable advice on all oc-  
casions.—Offices of the West Wheal Rose, West Callington, Buzarvo, Galt-y-Maen,  
Great Crinnis Consols, Union Tin, &c.

**MINING INVESTMENT.**—T. FULLER AND CO., 51, THREAD-  
NEEDLE-STREET, LONDON, beg respectfully to inform the public that they  
are at all times in a position to BUY and SELL in all DIVIDEND-PAYING MINES,  
BRITISH and FOREIGN, most of which will pay from 15 to 25 per cent. upon  
purchase, and have on hand shares in several mines of great promise, and in  
full operation, reports and particulars of which may be obtained upon application  
either personally or by letter, several of which are approaching to a dividend state.  
The large amount of capital invested in mining, and the great want of facilities  
for conducting the SALE and TRANSFER of this description of stock, has induced us,  
at the suggestion of many friends, to devote our attention exclusively to MINING  
AFFAIRS, both Home and Foreign. There can be no doubt that mining, if conducted  
on sound and legitimate principles, affords to the capitalist a safe and profitable source  
of investment; and, as we are daily in communication and correspondence with men  
of high scientific and practical experience, we have the means of obtaining the most  
correct information, as to the POSITION and FUTURE PROSPECTS, of the greater  
part of the MINES in DEVON, CORNWALL, and WALES; we, therefore, tender our  
SERVICES in transacting any BUSINESS, or obtaining any INFORMATION, con-  
nected with MINING, and any orders confided to our care will receive the best at-  
tention.—  
\* \* Office Hours from Ten until Four o'clock.

**MINING.**—THE ADVERTISER begs to OFFER HIS SERVICES  
TO ADVENTURERS IN CORNISH MINES, not resident in Cornwall, for the  
purpose of FURNISHING them with THE BEST INFORMATION he can obtain re-  
lative to the value and security of their speculations. He has opened a connection  
with intelligent and practical men, and can confidently promise a faithful and honest  
report in answer to all inquiries. Reference at the Mining Journal Office, 26, Fleet-  
street, London.—Frederick Kidd, Perran, Truro.—9th August, 1852.

**MESSRS. TREDINNICK AND CO., STOCK, SHARE, AND  
BOND BROKERS, AND AUCTIONEERS, No. 6, HAYMARKET, PAUL-  
LONDON, continue to NEGOTIATE every description of BUSINESS con-  
nected with the ABOVE SECURITIES.** Messrs. TREDINNICK AND CO. OFFER  
their SERVICES TO CAPITALISTS with every confidence, in the SELECTION OF  
MINES for INVESTMENT—their long and intimate acquaintance with the best  
mining districts, coupled with the establishment of agents throughout Cornwall and  
Devon, give them many advantages in having correct and authentic information of the  
character and value of mining property.—DIVIDEND MINES, well selected,  
paying 15 to 25 per cent. per annum upon the current value of shares.—Messrs. Tre-  
dinnick and Co.'s Circular of Information, with Current List of Prices, forwarded  
weekly, on the payment of an annual subscription of £1 1s. in advance.

**MR. ROBERT TRIPP, MINING AGENT, has for SALE SHARES**  
in the valuable Mine, EAST WHEAL VOR, adjoining Great Wheal Vor; the  
mine having paid upwards of half a million in dividends. And in the following di-  
vidend-paying and other mines, viz.—Devon Great Consols, South Caradon, Condu-  
row, United Mines (Gwennap), Stray Park, Alfred Consols, Tremayne, Merilyn,  
Beddow, Wheal Reeth, Trellawny, Mary Ann, North Basset, Lewis, North  
Buller, Clive, Wheal Harriet, Lemon, Arthur, Treasury, &c. Foreign:—Linares,  
St. John del Rio, Cobre, Cordilleras, United Mexican, &c.  
St. Michael's Chambers, St. Michael's-alley, Cornhill, London.

**MR. J. DENT has REMOVED from 82 to 61, Strand (being 21  
doors nearer to Charing-cross, and directly opposite Bedford-street), and so-  
licits an INSPECTION of his extensive STOCK of CHRONOMETERS, WATCHES,  
and CLOCKS, as above; also at No. 33, COCKSPUR-STREET, and No. 34, ROYAL  
EXCHANGE (Clock Tower area).**

## GOVERNMENT SCHOOL OF MINES, AND OF SCIENCE APPLIED TO THE ARTS.

Museum of Practical Geology.

THE SESSION OF THIS SCHOOL will be OPENED on WEDNESDAY, the 3d of  
NOVEMBER, with a LECTURE by Dr. LYON PLAYFAIR.

The following COURSES OF LECTURES will be given:—  
1. CHEMISTRY APPLIED TO ARTS AND AGRICULTURE—LYON PLAYFAIR, F.R.S.  
2. NATURAL HISTORY APPLIED TO GEOLOGY AND THE ARTS—EDWARD  
FORBES, F.R.S.  
3. MECHANICAL SCIENCE, WITH ITS APPLICATIONS TO MINING—ROBERT  
HUNT, Keeper of Mining Records.  
4. METALLURGY, WITH ITS SPECIAL APPLICATIONS—JOHN PERCY, M.D., F.R.S.

5. GEOLOGY AND ITS PRACTICAL APPLICATIONS—A. C. RAMSAY, F.R.S.  
6. MINING AND MINERALOGY—WARINGTON W. SMITH, M.A., F.G.S.  
The fee for matriculated students, for the course of two years, is one payment of  
£30, or two annual payments of £15 (this fee includes practical instruction in the  
field).—The fees for the laboratories are £15, for the session of five months.  
One of the Duke of Cornwall's Exhibitions of £30 per annum, to be held for two  
years, granted by H.R.H. the Prince of Wales, will be competed for at the end of the  
session.

Acting Mining Agents or Managers may attend the Lectures at half the usual  
charges. The same rule is applied to officers in the Queen's or the Hon. East India  
Company's service. Tickets for separate courses are issued.  
For further information apply to Mr. Trenham Rogers, Curator of the Museum, Jer-  
my-street, London.  
H. T. DE LA BECHE, Director.

## ROYAL COLLEGE OF CHEMISTRY, OXFORD STREET, LONDON.

THE COURSE OF INSTRUCTION in this INSTITUTION is under the direction of  
Dr. A. W. HOFMANN. Hours of Attendance from Nine to Five.

THE WINTER SESSION will COMMENCE on MONDAY, the 4th of OCTOBER  
next, and END on SATURDAY, the 19th of FEBRUARY, 1853.

The fee for students working every day in the laboratory is—  
during the session, is—  
Four days in the week ..... £15 0 0  
Three days in the week ..... 12 0 0  
Two days in the week ..... 8 0 0  
One day in the week ..... 5 0 0

CHEMICAL LECTURES will be delivered THREE TIMES A WEEK, the fee for  
which is £2 2s. Members of the College have free admission.

Further particulars may be had by application at the College.

## THE NATIONAL PATENT STEAM FUEL COMPANY.

The shareholders are informed that the necessary proceedings will be im-  
mediately adopted to obtain a ROYAL CHARTER OF INCORPORATION, by which  
the liability of each subscriber will be limited to the amount of his shares in the cap-  
ital of the company. The Directors have much pleasure in announcing, that, in  
consequence of the attention of the public having been lately directed to the subject  
of Patent Fuel, the MERITS of the STEAM FUEL of this Company, MANUFAC-  
TURED WITH PITCH, have been fully established, and independent of its being  
a preservative of health on board ship, it contains superior capabilities of quickly rais-  
ing steam, retention of strength in a tropical climate, impossibility of spontaneous  
combustion, and economy in stowage, by which fully 25 per cent. in bulk is saved.  
Cargoes of this fuel are now being shipped at Liverpool, from the Company's works at  
Queen's Ferry, Flintshire; and contracts to a considerable amount, extending over  
the next three years, have also been submitted to the directors, which will be ex-  
ecuted as soon as the Company's works in South Wales are completed.

By order, OSMUND LEWIS, Secretary.

The National Patent Steam Fuel Company, 49, Fenchurch-street, Sept. 15, 1852.

## TO CONTRACTORS.—ST. HELENS WATER-WORKS.

St. Helens Improvement Commissioners are prepared to receive TENDERS for  
the CONSTRUCTION and COMPLETION of an ENGINE-HOUSE, BOILER-HOUSE,  
CHIMNEY, COOLING POND, SERVICE RESERVOIR, COTTAGE, BOUNDARY  
WALL, and other works connected therewith, on land in Eccleston. Also, TENDERS  
for SINKING TWO PUMPING SHAFTS, and for other works for obtaining water,  
in the same land. Parties disposed to tender may inspect the plans and working  
drawings at the office of the Commissioners, in the Town Hall Buildings, in St. He-  
lens, where printed copies of the specification, forms of tenders, with schedules of  
quantities, by Messrs. Hunt and Stephenson, may be obtained on payment of four  
guinees the set; and such copies may also be had on application to Messrs. May and  
Hawksley, No. 3, Great George-street, Westminster, the engineers of the works, upon the  
like terms.

SEALED TENDERS, addressed "To the Clerk of the St. Helens Improvement  
Commissioners," and marked "Water-works Contract, No. 2," "Tender for Division,  
No. — (to be filled in 1 or 2, as tendered for)," must be sent into the office of the Com-  
missioners on or before SATURDAY, the 2d day of OCTOBER next. All tenders not  
made in the printed form prescribed will be rejected; and the Commissioners do not  
bind themselves to accept the lowest tender.

By order, EDWARD JOHNSON, Clerk to the said Commissioners.

St. Helens, 13th September, 1852.

## SUNDERLAND DOCK COMPANY.—ENLARGEMENT OF TIME

FOR INSPECTION OF PLANS, &c., FOR DOCK GATES.—Intending  
Contractors are hereby informed, that the PLANS and SPECIFICATION for the THREE  
PAIRS of DOCK GATES will continue OPEN for INSPECTION, at the Dock Office,  
Sunderland, until FRIDAY, the 17th September; and in London at the office of John  
Murray, Esq., engineer to the Company, 5, Whitehall, Westminster, from MONDAY,  
the 29th, until WEDNESDAY, the 29th September.

Parties are requested to forward their tenders to the Secretary, at the Dock Office,  
Sunderland, not later than Friday, the 10th October next, at noon.

Sunderland Dock Office, Aug. 17, 1852. By order, M. COXON, Secretary.

## PERMANENT WAY AND GREAVES' PATENT SLEEPER

COMPANY.

This Company begs to call the attention of Railway Directors, Engineers, and Con-  
tractors, to the following extracts from the testimonials of gentlemen who have now  
for a period of nearly five years carefully observed the working of GREAVES' PATENT  
CONICAL CAST-IRON SLEEPERS, on the lines with which they are connected.

The principal advantages of this invention are—  
First cost as small as that of the cheapest wood road.

Durability four times that of wood sleepers.

Saving in Maintenance, as compared with wood and other iron systems, 30 to 40  
per cent., arising from the firmer hold they retain of the ground, and the facility for  
packing from the surface without opening up the road.

The joint-chairs give a long bearing under the joint, and effectually "fishes" the  
road, without any increase of expense.

The entire absence of the oscillation, rigidity, and harshness, experienced on other  
systems, by which a great saving in the wear and tear of rails and rolling stock is  
effected, and the safety and comfort of passengers secured.

A simple and most efficient plan of fastening the bridge rail, without the expensive  
and weakening process of punching holes in the rail. This may be seen in successful  
operation on the Liverpool and Bury Railway, near Liverpool, on application to Mr.  
John Penine, Wigan Station.

EXTRACTS.

From John Hawkshaw, Esq., C.E., Consulting Engineer, Lancashire and Yorkshire  
Railway.

I have had some of them upon the Lancashire and Yorkshire Railway for upwards  
of four years, and they appear to answer very well.

From Henry Houldsworth, Esq., late Chairman Lancashire and Yorkshire Railway.

Mr. Watts (the present resident engineer of the Lancashire and Yorkshire Railway)  
has represented from time to time that they required less attention than the timber  
sleepers; were more easily adjusted, had a firmer hold of the ground; and in all re-  
spects fulfilled the requirements of the service, combining economy, durability, and  
safety. In this view of Mr. Watts, which he has confirmed more strongly as expe-  
rience enabled him to speak, I fully concur. For iron sleepers, I know of none that  
appear to be more worthy of introduction.

From James Brunlees, Esq., C.E.

Having had frequent opportunities of examining that part of the line near Middle-  
ton laid with your sleepers, and from the manner in which they have stood, I think  
they have answered their purpose completely. From the depth at which they are  
bedded in the ballast, the shock of the wheels is much deadened; whereas, in all  
other systems of cast-iron that have been introduced, the sleepers, being placed near  
the surface, reverberate the shock, and produce all the harshness of the stone block  
road. Having examined all the kinds of patent cast-iron sleepers, I have no hesita-  
tion in giving yours a very decided preference.

From Thomas Drane, Esq., C.E., Engineer of the South-Eastern Railway.

I have frequently examined the short length laid upon this line, and find that they  
stand this great traffic very well; and I am of opinion, that they are decidedly the  
best form of cast-iron sleepers in use upon the South-Eastern Railway.

These sleepers have been adopted by Mr. B. Stephenson, for the line from Alexan-  
dria to Cairo (Egypt), 100 miles; and for a portion of the Great Indian Peninsula  
Railway, 9 miles; and also on the Barcelona and Grenolles Line (Spain), 20 miles;  
the Mahua and Fragozo Line (Brazil), 9 miles; and the Bolton and Preston, and  
Chester and Birkenhead, and other lines in this country.

Estimates of cost, with all particulars, will be furnished on application to the un-  
der-signed, at the offices of the Company, Pall-mall-buildings, Manchester.

9th September, 1852. DAVID DOIG, Secretary.

## LINARES LEAD MINING COMPANY.—(Registered.)—At

the Half-yearly General Meeting of the shareholders, held at the offices in New  
Broad-street, London, on Tuesday, 7th September, 1852.

ALFRED WILSON, Esq., in the chair.

It was unanimously resolved,—  
That the report now read, and balance-sheet appended, be received and approved  
by the meeting.

That the sum of £2000 be voted to the directors, for their services from May, 1850,  
to June 30th, last.

That the capital account of the company be closed; and the 1000 shares not issued  
be, and they are hereby, declared cancelled.

That the thanks of the meeting are due, and are hereby tendered to Mr. Henry  
Thomas, its superintendent, and to Mr. Alexander M. Trym, the captain of the mines,  
for their valuable services, and for their attention to the interests of the company.

That the thanks of this meeting be given to Mr. Eaton, the secretary, for his fideli-  
ty and attention in the discharge of his duties.

That the share register of the company be closed on the First day of December  
next, as to any certificates or scrip shares which may not have been duly registered  
on or before that date.

A dividend of Three Shillings per share having been declared at this meeting, may  
be received at the office on and after the 21st inst.

No. 2, New Broad-street, 8th September, 1852. G. EATON, Secretary.

## GREGORY'S HOTEL, No. 29, CHEAPSIDE, LONDON.

Bed, 1s. 6d.; Breakfast, 1s. 6d.; Servants, 9d. per day. Omnibuses to and  
from the Railway Stations set down at the door. Gentlemen connected with the  
MINING INTEREST are particularly invited to patronise this Hotel.

WELLINGTON GREGORY, Proprietor.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

BOOK PASSENGERS AND RECEIVE GOODS AND PARCELS FOR CEYLON, MADRAS,  
CALCUTTA, PENANG, SINGAPORE, AND HONG-KONG, by their steamers, START-  
ING from SOUTHAMPTON on the 20th of every month, and from SUEZ on or about  
the 6th of the month.

An extra steamer on this line will be dispatched from SOUTHAMPTON for ALEX-  
ANDRIA on the 3d of October next, in combination with an extra steamer, to leave  
CALCUTTA on or about the 20th September.

BOMBAY.—The Company will book passengers throughout from SOUTHAMPTON  
to BOMBAY by their steamers leaving England on the 20th September—such pas-  
sengers being conveyed from ADEN to BOMBAY by a steamer appointed to leave  
BOMBAY on the 14th July, affording, in connection with the steamer leaving CAL-  
CUTTA on the 3d July, direct conveyance for passengers, parcels, and goods, to and  
from BOMBAY and WESTERN INDIA.—N.B. This arrangement comes into opera-  
tion every alternate month.

Passengers for Bombay can also proceed by this Company's steamers of the 20th of  
the month to Malta, thence to Alexandria, by Her Majesty's steamers, and from Suez  
by the Hon. East India Company's steamers.

MEDITERRANEAN.—MALTA: on the 20th and 29th of every month.—CON-  
STANTINOPLE: on the 29th of the month.—ALEXANDRIA: on the 20th of the  
month.—(The rates of passage money on these lines have been materially reduced.)

SPAIN AND PORTUGAL.—Vigo, Oporto, Lisbon, Cadix, and Gibraltar, on the  
7th, 17th, and 27th of the month.

N.B.—Steam-ships of the Company now ply direct between Calcutta, Penang, Sin-  
gapore, and Hong-Kong, and between Hong-Kong and Shanghai.

For further information, and tariffs of the Company's recently revised and reduced  
rates of passage-money and freight, and for plans of the vessels, and to secure pas-  
sages, &c., apply at the Company's offices, No. 122, Leadenhall-street, London, and  
Oriental-place, Southampton.

## THE NEW STEAM STAMPS, FOR CRUSHING GOLD QUARTZ AND METALLIC ORES.—(BAGGS' PATENT).

These powerful MACHINES are now TO BE HAD at a SHORT NOTICE, and of  
any number of horse-power, from four to twenty.—All communications to be ad-  
dressed to Mr. ISHAM BAGGS, at the office of the Mining Journal, 26, Fleet-street.

The following Testimonial of the power and efficacy of these engines is from the  
manager of one of the smelting establishments in South Wales, where steam stamps,  
of moderate power, under this patent, have been for some time in operation:—

TO ISHAM BAGGS, ESQ., LONDON.

DEAR SIR,—In reply to your letter of inquiry about the action of your Patent  
Stamping Machine, I beg to say, that I have now had it fully at work for two months;  
the quantity of coarse metal it will crush with ease is about 20 tons in 10 hours—  
about two-thirds is crushed fine, the remainder would require to be stamped a second  
time, to reduce it to the same fineness. The steam used is very little, and the crush-  
ing force very great; large lumps of the metal (which is very hard) are immediately  
broken down—when I say large, I mean lumps as big as ordinary paving stones. I  
am now putting up the second machine which you sent me, and have no doubt it will  
give (as the first has already done) entire satisfaction. I am quite convinced that the  
principle is excellent, and far superior to any other mode of crushing.

I am, yours, &c., ALFRED TREWMAN.

Spittly Copper Works, Llanelly, July 23, 1852.

The patent stamps may be used with atmospheric pressure, through the medium of  
a water-wheel or other prime mover. The application is extremely simple, very  
powerful, and where a motive-force is ready at hand, the machines cost less than when  
steam is employed.

## PATENT SAFETY FUSE.—THE GREAT EXHIBITION PRIZE

MEDAL was AWARDED to the MANUFACTURERS of the ORIGINAL  
SAFETY FUSE, BICKFORD, SMITH, and DAVEY, who beg to inform Merchants,  
Mine Agents, Railway Contractors, and all persons engaged in Blasting Operations,  
that, for the purpose of protecting the public in the use of a genuine article, the PA-  
TENT SAFETY FUSE has now a thread wrought into its centre, which, being patent  
right, infallibly distinguishes it from all imitations, and ensures the continuity of the  
gunpowder.

This Fuse is protected by a Second Patent, is manufactured by greatly improved  
machinery, and may be had of any length and size, and adapted to every climate.

Address.—BICKFORD, SMITH, and DAVEY, Tuckermill, Cornwall.

## SAFETY FUSE.—MESSRS. WILLIAM BRUNTON AND CO., PEN- HALLOCK, near REDRUTH, CORNWALL, MANUFACTURERS OF FUSE,

of every size and length, as exhibited in the Great Exhibition of 1851, and supplied to  
the Royal Arsenal at Woolwich, the Arctic Expedition, and every part of the globe.  
Messrs. BRUNTON & CO. are at all times PREPARED TO EXECUTE UNLIMITED  
ORDERS for SUPPLYING FUSE direct from their own MANUFACTORY,  
warrant that it will prove equal to, if not better than, any to be procured elsewhere.

## THE WASHINGTON CHEMICAL COMPANY, NEWCASTLE-ON-TYNE.

### MANUFACTURERS OF PATTINSON'S OXICHLORIDE OF LEAD.

THE WASHINGTON CHEMICAL COMPANY having, during the last year,  
ESTABLISHED a MANUFACTORY of PATTINSON'S OXICHLORIDE OF LEAD  
on a large scale, and being able to supply it with regularity, and to execute ORDERS  
without DELAY, now proceed to bring this new and valuable preparation of lead be-  
fore their friends and the public, quite sure that it will not, in the present age, be  
condemned because it is new, and that if judged by its merits, it must make its way,  
and finally take its place as one of the important manufactures of this country.

PATTINSON'S OXICHLORIDE OF LEAD is a chemical combination of one equiv-  
alent of chloride of lead and one equivalent of oxide of lead; it being well known  
that common white lead is a chemical combination of one equivalent of oxide of lead  
and one equivalent (or thereabouts) of carbonic acid, constituting what is called in  
chemical language, carbonate of lead. Now, there is no reason to conclude that carbo-  
nate of lead is the only compound of lead valuable as a paint, and still less that it should  
be the best compound of lead for that purpose. In point of fact it is not so, for the  
newly-discovered oxichloride in most, if not in all respects, is far superior; its colour  
is brilliantly white, and in a number of cases it has been tried against the best white  
lead that could be obtained, and after a period of upwards of two years, it has been  
found to retain its white colour considerably better than the lead against which it  
was tried. But the chief and by far the most important advantage it possesses is its  
remarkable and very decided superiority of body, by which term the power of cover-  
ing surface well and extensively is understood among painters. The attention of the  
discoverer was at a very early period drawn to this circumstance, and since that time  
the Washington Chemical Company have had abundant opportunities of placing its  
superiority in this important particular beyond all doubt. They have themselves per-  
formed a number of experiments, and have also caused a number of experiments to  
be performed, in the large way, by various practical men, to ascertain accurately its  
covering power as compared with the best white lead, and they now state the pro-  
portions to be as 60 to 100—that is, 60 lbs. of oxichloride paint will cover as much  
surface as 100 lbs. of the best white lead, the saving of cost being in the same pro-  
portion; besides this, the coating is thicker and more protective, both in and out of  
doors, as the oxichloride dries into a hard tenacious layer, more like an enamel than  
paint. In using the oxichloride, no difference in the materials with which it is mixed  
is required, oil and turpentine being employed as usual both for work technically  
called fatting and for work intended to be varnished. For the use of paper stainers  
and leather dressers, the oxichloride is found to be peculiarly suitable. The Wash-  
ington Chemical Company strongly recommend this newly-discovered substance to  
the notice of consumers, both on account of its economy and its intrinsic good qual-  
ities as a paint.

AGENTS.

LONDON.—Mr. Richard Cooke, 7, Sise-lane.

Messrs. Blundell, Spence, and Co., 9, Upper Thames-street.

LIVERPOOL.—Messrs. Johnson and McGowan.

MANCHESTER.—Mr. James Douglas.

LEEDS.—Messrs. T. and E. G. Jepson.

SUNDERLAND.—Mr. John Young.

DEVONSHIRE AND CORNWALL.—Mr. Richd. Penrose, Tavistock & Plymouth.



## THE MINING SHARE LIST.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
8120	Alfred Consols (copper), Phillack	£3	£14 1/2	14 1/2	24 1/2	20 12 0 July, 1852.
1248	All-y-crib (silver-lead), Talbont, Wales	3 1/2	3 1/2	3 1/2	0 7 6	0 3 0 Jan. 1851.
2000	Anglian Coal Company	4	4	4	0 8 0	0 8 0 Jan. 1853.
1024	Baleswidden (tin), St. Just	11 1/2	10	10	10 4 0	0 5 0 Aug., 1852.
4000	Bedford United (copper), Tavistock	2 1/2	7 1/2	7 1/2	3 13 0	0 8 0 Aug., 1852.
2000	Black Craig (lead), Kirkcudbrightshire	5	10 1/2	10 1/2	0 2 6	0 2 6 Nov. 1851.
64	Boscawen (tin), St. Just	100	100	100	750 0 0	0 5 0 May, 1849.
100	Botallack (tin), St. Just	183 1/2	253	253	462 0 0	0 5 0 Aug., 1852.
1000	Bryntall, Llanidloes, Montgomeryshire	10 1/2	10 1/2	10 1/2	0 8 0	0 5 0 June, 1851.
5000	Callington (lead, copper), Callington	6 1/2	1 1/2	1 1/2	1 8 0	0 4 0 Sept. 1847.
1000	Carn Brea (copper, tin), Illogan	13	70	70	210 0 0	2 0 0 July, 1852.
128	Comford (copper), Gwennap, Cornwall	76	18	17	19 0 0	3 0 0 Aug., 1852.
256	Condurow (copper, tin), Camborne	30	105	100	19 0 0	3 0 0 Aug., 1852.
2510	Cook's Kitchen (copper, tin), Illogan	15 1/2	2 1/2	2 1/2	19 0 0	3 0 0 Aug., 1852.
128	Cwmystwith (lead), Cardiganshire	60	190	190	10 0 0	5 0 0 July, 1852.
1024	Devon Great Consols (copper), Tavistock	1	385	387 1/2	277 0 0	7 0 0 July, 1852.
672	Ding-Dong (tin), Guisul	5	6	6	55 0 0	— 1850.
180	Dolcoath (copper, tin), Camborne	252	20	20	855 14 0	— 1847.
2500	Drake Walls (tin, copper), Calstock	6 1/2	6 1/2	6 1/2	0 8 0	— Jan. 1852.
300	East Daren (lead), Cardiganshire	19	75	75	2 0 0	2 0 0 July, 1852.
128	East Pool (tin, copper), Pool, Illogan	24 1/2	130	130	233 0 0	— 1845.
94	East Wheel Gwenny (copper), Illogan	125	50	50	840 0 0	— 1845.
128	East Wheel Rose (silver-lead), Nowlyn	50	390	390	3245 0 0	10 0 0 March, 1852.
300	Fenton Pottery Coal and Iron	0	0	0	1 4 0	0 12 0 Aug. 1853.
494	Foyce Consols (copper), Tywardreath	40	30	30	0 15 9	0 7 10 June, 1852.
8715	General Mining Co. for Ireland (cop., lead)	1 1/2	3 1/2	3 1/2	22 0 0	— Jan. 1851.
2000	Goginan (lead), Cardiganshire, Wales	5	200	200	353 6 8	0 2 0 June, 1852.
96	Great Consols (copper), Gwennap	1000	200	200	0 2 0	0 2 0 June, 1852.
40000	Great Onslow Consols, Camelford	1 1/2	2 1/2	2 1/2	0 6 0	0 4 0 May, 1852.
13750	Great Polgoth (tin), St. Austell	3	4 1/2	4 1/2	141 10 0	7 10 0 Aug., 1852.
119	Great Work (tin), Germoe	100	200	200	0 7 6	0 2 6 Aug. 1851.
1024	Herodafot (lead), near Liskeard	8 1/2	4 1/2	4 1/2	25 0 0	— Feb. 1844.
1000	Holmbush (lead), Callington	24	18	21	3 0 0	3 0 0 1847.
2000	Holyford (copper), near Tipperary	11	7	7	0 5 0	0 5 0 Sept. 1851.
786	Kirkcudbrightshire (lead), Kirkcudbright	9 1/2	4	4	1036 0 0	2 0 0 Feb. 1852.
1000	Lewis (tin, copper), St. Erth	17	13	13	670 0 0	15 0 0 April, 1852.
180	Levant (copper, tin), St. Just	2 1/2	95	95	1 0 6	0 4 6 July, 1852.
100	Lisburne (lead), Cardiganshire, Wales	75	650	650	0 18 0	0 5 0 Aug., 1852.
8000	Low's Patent Copper Smelting Company	9	10	10	249 0 0	5 0 0 Aug., 1852.
5000	Merilyn (lead), Flint	2 1/2	3	3 1/2	235 0 0	4 0 0 Jan. 1852.
20000	Mineral Co. of Ireland (copper, lead, coal)	7	10	10	1 1 0	— April, 1851.
200	North Pool (copper, tin), Pool	22 1/2	230	230	91 5 0	0 16 0 June, 1851.
140	North Rooker (copper), Camborne	10	180	180	1 15 0	0 10 0 June, 1851.
6000	North Wheel Basset (copper, tin), Illogan	10	10	15	125 0 0	15 0 0 July, 1852.
6400	Par Consols (copper), St. Blazey	1 1/2	17	17	18 14 6	0 10 0 Nov. 1851.
1180	Perran St. George (cop., tin), Perranabuloe	21 1/2	40	40	260 0 0	2 10 0 Nov. 1851.
200	Phoenix (copper, tin), Llanfihangel	30	240	240	0 5 0	0 5 0 June, 1852.
800	Provident Mines (tin), Uny Lelant	20 1/2	22 1/2	22 1/2	46 0 0	4 0 0 Aug., 1852.
256	South Caradon (copper), St. Cleer	2 1/2	140	140	199 15 0	5 0 0 Sept., 1852.
9000	South Tamar (silver-lead), Beerferris	1 1/2	5 1/2	5 1/2	1 10	0 7 6 April, 1852.
256	South Tolgus (copper), Redruth, Cornwall	16	106	106	872 0 0	11 10 0
248	South Wheel Frances (copper), Illogan	37 1/2	195	195	2 11 0	0 6 0 July, 1849.
1024	Spears Consols (tin), St. Just, Cornwall	1 1/2	9 1/2	9 10 x d	14 7 6	0 10 0 Nov. 1851.
1024	St. Aubyn and Grylls (copper, tin), Breage	3	8	8	1 3 0	0 5 0 Oct. 1847.
94	St. Ives Consols (tin), St. Ives	80	123	123	4680 15 0	— 1848.
1000	Stray Park and Camborne Vein (copper)	16	9	9	402 10 0	6 15 0 July, 1852.
9000	Tamar Consols (silver-lead), Beccallton	4 1/2	4 1/2	4 1/2	20 0 0	5 0 0 Sept., 1852.
6000	Tinctor (copper, tin), near Pool, Illogan	5	12 1/2	12 1/2	2 10 0	2 10 0 Sept. 1851.
8000	Trevelin Consols (copper), Redruth	6	32 1/2	32 1/2	2 6	0 5 0 March, 1851.
96	Trevelin (copper), Gwennap, Cornwall	5	15	15	186 5 0	5 0 0 Aug., 1852.
120	Trevelin and Barrier (copper), Gwennap	130	140	140	13 0 0	2 10 0 Sept., 1852.
100	Trumpet Consols (tin), near Helston	95	130	130	318 0 0	15 0 0 Aug., 1852.
200	United Mines (copper), Gwennap	80	800	750	5 0 0	17 10 0 July, 1852.
1024	Wellington (copper, tin), Perranabuloe	7 1/2	6 1/2	6 1/2	182 10 0	8 0 0 Feb. 1852.
256	West Caradon (copper), Liskeard	20	164	170 172 1/2	1 5 0	0 5 0 Sept., 1852.
1024	West Providence (tin), St. Erth	5	49	48 49	13 0 0	2 10 0 Sept., 1852.
256	Wheel Basset (copper), Illogan	10 1/2	400	400	15 0 0	1 5 0 Aug., 1852.
256	Wheel Brewer (copper), Gwennap	4	72	25 27 1/2	5 0 0	17 10 0 July, 1852.
5000	Wheel Seta (tin), St. Austell	70	31	31	1 5 0	0 5 0 Sept., 1852.
100	Wheel Friendly (tin), St. Agnes	70	31	31	1 5 0	0 5 0 Sept., 1852.
128	Wheel Friendship (copper), Devon	120	123	123	2339 10 0	8 0 0 Feb. 1852.
8000	Wheel Golden (silver-lead), Perranabuloe	3	5 1/2	4 1/2	1 5 0	0 5 0 Sept., 1852.
430	Wheel Lovell (tin), Wendron	38	52	53	15 0 0	2 10 0 Aug., 1852.
112	Wheel Margaret (tin), Uny Lelant	79	117	117	196 0 0	2 10 0 May, 1852.
512	Wheel Mary Ann (lead), Menheniot	5 1/2	45	45	23 5 0	1 0 0 Sept., 1852.
40	Wheel Oles, St. Just, Cornwall	140	250	250	40 10 0	3 0 0 Sept., 1852.
240	Wheel Reeth (tin), Uny Lelant	20 1/2	60	60	218 10 0	2 0 0 May, 1851.
186	Wheel Seta (tin, copper), Camborne	107	186	200	26 10 0	2 0 0 May, 1851.
530	Wheel Trevelin (silver-lead), Liskeard	5 1/2	46	43	8 15 0	0 10 0 July, 1852.
1024	Wheel Tremayne (tin, copper), Gwennap	9 1/2	25	25	18 13 0	1 5 0 Aug., 1852.
4000	Wicklow (copper), Wicklow	6	36 1/2	36 1/2		

## FOREIGN MINES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
5000	Alzen Mining Company (copper), Norway	£14 1/2	4 1/2	4 1/2	3 0 0	— March, 1848.
10000	Brazilian Imperial (gold), Brazil	25	4 1/2	4 1/2	34 17 6	— Dec. 1844.
12000	Cobre Copper Company (copper), Cuba	40	44 1/2	44 1/2	53 12 0	2 0 0 July, 1852.
10000	Copago Mining Company (copper), Chili	14	5 1/2	5 1/2	3 18 0	0 5 0 Oct. 1851.
20000	General Min. Assoc. (iron, coal), Nova Scotia	20	10 1/2	10 1/2	7 10 0	0 5 0 June, 1852.
9000	Llanes (lead), Pozo Ancho, Spain	3	3 1/2	3 1/2	0 3 0	0 3 0 Sept., 1852.
100000	Mariquita Min. Co. (gold, sil.), New Granada	1	12	12	3 0 0	1 0 0 Dec. 1851.
2700	Marmato (gold), Colombia	2 1/2	12	12	33 4 0	— July, 1846.
20000	Mexico and South American (cop.), Mexico	15	12 1/2	12 1/2	17 17 6	2 0 0 June, 1852.
7000	Royal Santiago (copper), Cuba	15	28 1/2	28 1/2	1 12 6	0 7 6 Feb. 1850.
11000	St. John del Rey (gold), Brazil	15	28 1/2	28 1/2		
43174	United Mexican (silver), Mexico	Av.	28 1/2	28 1/2		

## MINES WHICH HAVE SOLD ORES.

Shares.	Mines.	Paid.	Last Price.	Present.	Dividends per Share.	Last Paid.
4000	Altarnun Con. (tin, cop.), Altarnun	1 1/2	1 1/2	1 1/2	17 1/2	28
4000	Augusta Con. (cop.), Bridestowe	1	1 1/2	1 1/2	2 1/2	2
940	Baincon Con. (tin), Uny Lelant	3	3	3	1 1/2	1 1/2
1024	Baleswidden (tin), Sancreed	1 1/2	1 1/2	1 1/2	106 110	
1024	Baleswidden (tin), Sancreed	1 1/2	1 1/2	1 1/2		
400	Bell and Lanarth, Gwennap	8 1/2	8	8		
8000	Blaenavon (iron), South Wales	50	10	10		
2000	Bishopstone, Glamorganshire	4	3	3		
1024	Bodmin Con. (lead), Wadebridge	9	1	1		
6144	Bodmin West Downs (tin, cop.)	1	1	1		
1024	Bodmin W. Mary (cop.), Bodmin	10 1/2	3	3		
4096	Boringdon Consols, Plympton	2 1/2	2 1/2	2 1/2		
240	Boscon (tin), St. Just	20 1/2	16	16		
2400	Boscon (tin), St. Just	20 1/2	16	16		
8250	Bottle Hill (copper), Plympton	3	2	2		
14000	Braich Goch Slate Quarries	3	2	2		
2000	Bronfryd (lead), Wales	3	3	3		
2350	Bryn-Arian (lead), Cardiganshire	3	3	3		
—	Budnick Consols (tin), Perran	6 1/2	0	0		
7500	Burparvo (tin, cop.), Gwennap	1	1	1		
2000	Welsh (silver-lead), Cardiganshire	4	3	3		
1000	Caerphilly Consols, Cardiganshire	10	10	10		
1024	Caerphilly & Cardigan, St. Wales	8	1	1		
2848	Castle Dinas (tin), St. Colomb	1 1/2	3	3		
300	Cefn Bruno (lead), Cardiganshire	21	55	55		
9000	Charlestown United, Cornwall	5 1/2	10	10		
1230	Chryseas (tin, cop.), St. Enodur	5 1/2	10	10		
1024	Ciljiah & Westworth (tin), Cornwall	4	5	5		
2000	Coed Mawr Pool (lead), Llanrwst	10	15	15		
1000	Copart Bottom (cop.), Crownan	10	9	9		
900	Court Grange, Cardiganshire	10	9	9		
1600	Craig-y-Mwyn (lead), Llanfihangel	3 1/2	8	8		
256	Craze and Belwars, Camborne	25 1/2	19	19		
512	Craig Bawes (copper), Cornwall	15 1/2	12 1/2	12 1/2		
9000	Culbert (silver-lead), Cardiganshire	1	1	1		
10000	Cwm Daren (lead), Cardiganshire	1	1	1		
1000	Cwm Erdd (lead), Cardiganshire	8	2	2		
3000	Cyffanedd Fawr, Llanegryn	1	1	1		
3000	Dalhriev (cop., lead), Brecon	1 1/2	4	4		
1000	Daren (silver-lead), Cardiganshire	4	4	4		
7100	Derwent (silver-lead), Durham	10	2	2		
3807	Devon and Courtney (copper)	3	1 1/2	1 1/2		
1024	Devon and Courtney (copper)	3	1 1/2	1 1/2		
1600	Devon Great Tinocot (tin)	7 1/2	2	2		
4000	Dolwrynny (cop.), Merioneth	3	2	2		
128	Drift Moor (tin), Sancreed	4	1	1		
4000	Duke of Cornwall (cop.) Lydford	1	1	1		
3000	Dynafryn (lead), Wales	11 1/2	12	12		
1024	East Alfred Consols (lead, cop.)	2 1/2	4 1/2	4 1/2		
250	East Basset (copper), Redruth	18	14	14		
250	East Birch Tor (tin), North Cove	3	3	3		
1948	East Crowndale (cop.), Tavistock	3	3	3		
1100	East Frongoch (lead)	1 1/2	4 1/2	4 1/2		
4000	East Gurnis Lake June (cop.)	1 1/2	4 1/2	4 1/2		
512	East Seaton & W. Maude, Redruth	9 1/2	6 1/2	6 1/2		
9000	East Tamar (silver-lead), Beerferris	1 1/2	1 1/2	1 1/2		
256	East Tolgus (copper), Redruth	10	45	45 50		
3048	East Wheel George, Walkham	1 1/2	3	3		
512	East Wheel Leisure, Perran	3 1/2	8	8		
1024	East Wheel Leisure, Perran	3 1/2	8	8		
564	Eaton Mountain (paid-up)	10	10	10		
636	Eaton Mountain (lead, copper)	2 1/2	3	3		
1850	Expir Lee Llanfihangel-y-Cro	6 1/2	3	3		
12000	Gall-y-Mara, Merioneth	3	3	3		
5000	Garrow (lead), Flint	1 1/2	1 1/2	1 1/2		
2300	Georgia Consols (tin), St. Ives	5 1/2	12	12		
256	Georgia Consols (tin), St. Ives	5 1/2	12	12		
348	Graubach & St. Agnes (copper)	8 1/2	19	20 1/2		
900	Great Beam (tin), St. Austell	18 1/2	25	25		
6038	Great Cowarth, Merioneth	2 1/2	1	1		

Shares.	Mines.	Paid.	Last Price.	Present.	Shares.	Mines.	Paid.	Last Price.	Present.
2048	Trebell Con. (tin, cop.), Lanivet	1	1	1	512	Tywardreath (cop.), St. Blazey	16	35	
1000	Treloweth (copper), St. Erth	0	0	0	3000	Unwin (tin), Roche & Blazey	1	1	1
572	Trevelyan Consols. (tin), St. Ives	2	0	0	1000	Ditto (paid up)	1	1	1
2048	Trevelyan (tin, copper)	2	0	0	10000	United Gofar, miners (copper)	1	1	1
4000	Tyn-y-Worglod (slate), Carnar	3	0	0	5000	West Callington (copper)	1	1	1
1024	United Mines (cop., tin), Tavis	12	9	9	5000	West Camborne (copper, tin)	2	1	1
30000	Vale of Towy (lead)	1	1	1	1024	West Downas (cop., tin), Whitch	2	2	2
8000	Warleggan Consols (copper)	1	1	1	1024	West Phenix, Linkinghorne	8	15	15
1024	West Alfred (cop.), Phillack	12	26	26	256	West Sharp Tor, Linkinghorne	22	49	49
6900	West Bassett (copper), Illogan	1	7	7	1056	West Stray Park, Camborne	2	5	5
256	West Damsel (cop.), Gwennap	7	70	70	1110	West United Hills (cop.), Illogan	5	23	23
1024	West Ding-Don (tin), Saneered	2	4	4	64	West Wheel Darlington (cop.)	45	45	45
6400	West Fowey Con. (tin, copper)	2	4	4	1024	West Wh. Fanny (tin) Zennor	2	2	2
2048	West Goginan, Cardiganshire	3	1	8 8 1/2	3000	West Wheel Friendship (cop.)	2	2	2
1024	West Par Con. (cop.), St. Blazey	10	10	10	2048	West Wheel Robins	2	2	2
6500	West Polgoth (tin), St. Ewe	1	1	1	2048	West Wheel Rose (lead)	2	2	2
200	West Seton (copper), Camborne	75	120	120	4000	West Wheel Russell, Tavistock	2	2	2
940	West Tolgus (copper), Illogan	14	14	14	1024	West Wheel Virgin, Saneered	2	2	2
120	West Trethellan, Gwennap	15	12	12	3072	Weston (lead), Shropshire	1	1	1
5000	West Wheel Alfred (cop.), Hayle	1	5	4 1/2	5000	Wheal Bazely (sl.-lead), Calstock	1	1	1
4096	West Wheel Edward, Calstock	10	9	9	1742	Wheal Benny (cop.), Calstock	4	3	3
512	West Wheel Frances, Illogan	10	9	9	1624	Wheal Carpenter (tin), Gwinnar	2	2	2
500	West Wheel Tregor (cop., tin)	29	14	14	1024	Wheal Carpenter, S. Sydenham	4	5	5
1024	West Wheel Treasury (copper)	6	7	7	1024	Wheal Catherine, Liskeard	3	3	3
1000	Wheal Agar (copper), Illogan	6	7	7	1024	Wheal Cupar (copper), Gwinnar	1	1	1
6400	Wheal Anas (tin), St. Austell	1	2	2 1/2	3000	Wheal Dora (tin, cop.), St. Glens	3	2 1/2	2 1/2
1228	Wheal Arthur (silver-lead, cop.)	5	22 1/2	25 28	4096	Wheal Edward (cop.), Calstock	1	1	1
3072	Wheal Augusta (tin), St. Just	1	1	1	5000	Wheal Fanny (lead)	2	2	2
240	Wheal Bal (tin), St. Just	5	5	5	2048	Wh. Fenwick (copper), Mullion	1	1	1
252	Wheal Clifford (cop.), Gwennap	1	150	150	916	Wheal Fortescue (cop.), Tavist	5 1/2	5 1/2	5 1/2
512	Wheal Constance (lead), Newlyn	3	15	15	2048	Wheal Fortune (lead), Landulph	1	1	1
1024	Wheal Crebor (cop.), Tavistock	6	16	16	5000	Wheal Fortune, South Tawton	1	3 1/2	3 1/2
1024	Wheal Chiverton (copper, tin)	4	4	4	1536	Wheal Gill (cop.-lead), Liskeard	5 1/2	4	4
4500	Wheal Elizabeth (tin), St. Austell	4	4	4	2048	Wheal Hamlyn, nr. Oakhampton	1 1/2	1 1/2	1 1/2
182	Wheal Enys (lead), St. Erme	17	14	14	1024	Wheal Hill (tin, cop.), Cornwall	1	1	1
1070	Wheal Enys (tin), Wendron	4	5	5	6144	Wheal Mauldivy, Llandiverry	1	1	1
4280	Wheal Exmouthe & Adams United	4	10	10	1024	Wheal Neptune, Perranuthnoe	4	6	6
764	Wheal Franco, near Tavistock	14	8	11 12	3000	Wheal Peru (sl.-lead), Cornwall	1	1	1
—	Wheal Grenville, Camborne	3	3	3	2048	Wheal Robins	1	1	1
0000	Wheal Guskus (tin, copper)	1	1	1	4096	Wheal Sarah (copper), Sourton	1	1	1
5120	Wheal Harriett, Camborne	1	1	1	10000	Wheal Samson, St. Teath	1	4 1/2	4 1/2
0000	Wheal Kitty (tin), St. Agnes	1	1	1	4000	Wheal Surprise	1	1	1
0000	Wheal Langford (cop., sl.-lead)	1	1	1	1024	Wheal Sydney, Plympton	2 1/2	4	4
1000	Wheal Lemon (copper), Germoe	5	3	3	1024	Wheal Treloback, St. Ithians	6	4 1/2	4 1/2
1024	Wheal Mary Emma (tin, lead)	8	1	1	1024	Wheal Vicesious (copper)	1	1	1
1024	Wheal Mary Emma East, Tavis	1	2	2	2048	Wheal Wrey St. Ives, Liskeard	1	1	1
942	Wheal May (silver-lead, cop.)	4	3	3	6400	Whitford (lead), Flint	2 1/2	1 1/2	1 1/2
256	Wheal Music (copper), St. Agnes	1	1	1					
808	Wheal Oak (tin), near Helston	2	1	1					
3000	Wheal Penhale (lead, copper)	3	50	50					
128	Wheal Plenty (copper), Redruth	5	2	2					
256	Wheal Prudence (cop.), St. Agnes	4	4	4					
4000	Wh. Robert, near St. Ives	2	1	1					
4000	Wheal Russell (cop.), Tavistock	2	1	1					
5000	Wheal Ruth (tin), Shepton	2	1	1					
512	Wheal Sophia (sl.-lead), Lezant	9	9	9					
1024	Wheal Speedwell (copper, tin)	5	7	7					
1024	Wheal Squire (copper), St. Erth	4	2	2					
247	Wheal Stanley (tin)	1	1 1/2	1 1/2					
1000	Wheal Susan, Breage & Crowan	2	1	1					
6000	Wheal Tehidy (copper), Illogan	1	1	1					
3000	Wheal Tom, Stoke Climsland	6	1	1					
4000	Wheal Treasury (copper), tin	1	1	1					
512	Wheal Trefusis (cop.), Gwennap	12	13	13					
3000	Wheal Trevena (tin), Breage	2	5	5					
8448	Wheal Trevena (silver-lead)	1	2 1/2	2 1/2					
267	Wheal Tryphena, Camborne	42	18	18					
126	Wheal Union (copper), Redruth	53	10	10					
6000	Wheal Unity (cop., tin), Gwinnar	2	2	2					
1024	Wheal Ury (tin, cop.), Redruth	6	9 1/2	9 1/2					
1024	Wheal Venton (sl.-lead), Lisk	6	4	4					
4000	Wheal Williams (copper)	1	1	1					
4096	Wheal Wrey (cop.), Tavistock	1	4 1/2	3 1/2					
2048	Wood Mine (sl.-lead), near Perris	1	5	5					
2048	Yeoland Consols (tin), Plymouth	5	5	5					

FOREIGN MINES.

12000	Annotto Bay Min. Ass., Jamaica	1	2	2
19000	Australian (cop.), S. Africa	5	2	2
8250	Kingsburgh (tin), S. Africa	2 1/2	1	1
12000	Liguanea & Gen. Min. Co. of Ja.	1	2	2
5000	National Brazilian (lead), Brazil	30	1 1/2	1 1/2
10000	Worthing (cop.), Adelaide	5	1	1

\* \* Our object is to make the Share List correct: it must be obvious we cannot do so without the constant assistance of those concerned. We, therefore, earnestly call upon all who have the power, to aid us, by forwarding any alterations or corrections. Reports from mines, notices of meetings—in the mining information of every description, forwarded to our office, will meet ready attention.

Transactions on the Stock Exchange.

Shares.	Mines.	Paid.	Last Price.	Present.
100000	Agua Fria	1	1 1/2	1 1/2
100000	Australian Freehold	1	1	1
50000	Ave Maria	1	1	1
7200	Baden, Grand Duchy of	1	1	1
10000	Brazilian Imperial	24 1/2	4 1/2	4 1/2
11000	Do. St. John del Rey	15	2 1/2	2 1/2